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Profusely Illustrated

Calvin F. Swingle
EDITOR IN CHIEF

ASSISTED BY A CORPS OF
MECHANICAL EXPERTS

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AIR BRAKE INSTRUCTION

COVERING THE

WESTINGHOUSE, NEW YORK AND DUKESMITH SYSTEMS

AND INCLUDING THE

Latest Westinghouse E. T. Locomotive Brake and K. Triple Valve

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VOL. III

ILLUSTRATED

BY

CALVIN F. SWINGLE, M. E.

AND A CORPS OF PRACTICAL MECHANICAL EXPERTS

PUBLISHERS

NATIONAL INSTITUTE OF PRACTICAL MECHANICS

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42

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MODERN AIR BRAKE PRACTICE—ITS USE AND ABUSE.

[FIFTH EDITION.]

INTRODUCTION

The author, realizing that the average Air Brake Instruction book is written in a style much too hard for the ordinary reader to understand, has endeavored to illustrate the fundamental principles upon which all air brake systems are operated by drawing comparisons with things commonly met with in the daily life of every one, and has avoided technicalities as much as possible.

To still further simplify the study of the brake he has divided the subject matter into eight distinct sections. By this system the reader will find that the knowledge necessary for the proper handling and care of the different air brake systems can be acquired in the shortest possible time and in the very easiest manner when compared with any other plan.

Section 1 explains why the air brake is so little understood.

Section 2 describes the different parts of the Westinghouse air brake equipment and their duties.

Section 3 explains the various defects arising from the use and abuse of the Westinghouse Air Brake Company's equipment, and their remedies.

Section 4 describes the different parts of the New York Air Brake Company's equipment and their duties

and explains the various defects arising from the use and abuse of the New York Air Brake Company's equipment and their remedies.

Section 5 describes the different parts of the Dukesmith Air Brake Company's equipment and their duties.

Section 6 explains the various defects arising from the use and abuse of the Dukesmith Air Brake Company's equipment and their remedies.

Section 7 is devoted to the Philosophy of Air Brake Handling, in which is brought out many important points that have not heretofore been made sufficiently clear by air brake writers; together with tables and rules for computing Brake Power, Leverage, etc., etc.

Section 8 is a special feature of this book, as it describes the Straight Air Brakes used on electric-motor cars, thereby affording motormen and others employed on electric car lines the opportunity of acquiring valuable and much needed information.

Following each section are carefully selected questions and answers, which tend to fasten firmly upon the reader's mind every possible detail pertaining to the operation and maintenance of the air brake.

As books of instruction are supposed to be written for the benefit of the very beginner as well as the advanced student, the author has endeavored to make each sentence as clear as language will permit, even to the extent of repeating some things (in a different form of expression) in order to meet the comprehension of even the dullest student, and in all cases he has tried to shape his sentences in a style which railroad men generally will readily comprehend, without having to guess at anything.

While it is necessary, of course, in describing a drawing of any piece of machinery, to use either letters or figures to point out the several parts, it is not necessary

to be continually referring to the letter or figure in speaking of the part afterwards, as it gets the reader badly muddled; but once the letter has pointed out what part is meant, in speaking of it afterwards the part will be called by its proper name. When a certain part is illustrated in this book the letters or figures used in referring to it will also be placed on the same or opposite page, so that if the reader wishes to recall the relation of any given part to another he can turn to the engraving illustrating that particular piece of machinery, and will there find an explanation of the letters or figures used in referring to it.

When a man has learned thoroughly the Westinghouse air brake system, a study of the New York air brake equipment becomes a very easy matter, for the reason that the same general mechanical principles apply with equal force in both cases, the only difference between the two systems is that the results accomplished are arrived at somewhat differently. This being true the author has fully described and illustrated the Westinghouse Air Brake System first, after which he has thoroughly described and illustrated the New York Air Brake System and the Dukesmith Air Brake System.

As the subject matter pertaining to train handling, leverage, brake power, etc., applies equally as well to one system of air brakes as to the other, it is not necessary to again refer to these subjects when the New York air brake is being described.

As the great tendency of modern railroading is to large locomotives and long heavy trains, the question of controlling the locomotive brakes separately from the train brakes is undoubtedly of more importance today than any other branch of air brake practice, and this being true the author has not only fully described both the Westinghouse and New York straight air systems but

has shown with equal fullness the latest developments in the Westinghouse E. T., the New York B-2 and B-3 and the Dukesmith No. 4 and No. 6 E. C. locomotive brake equipments.

In order to assist the reader to quickly find any and all information in this book he has divided the indexes into two parts, the first index covers the Westinghouse, New York and Dukesmith Air Brake Systems, Leverage, Brake Power, etc.; the second index covers the Straight Air Equipment as applied to traction railroads.

FIFTH EDITION.

As this is the fifth edition of this book, the author desires to express to his many readers his full appreciation and heartfelt thanks for the many testimonial letters he has received from railroad men throughout America.

FRANK H. DUKESMITH.

PITTSBURG, PA., July 1st, 1908.

PLATE A-1.

THIS ILLUSTRATION SHOWS THE RELATIVE LOCATION OF THE DUKESMITH NO. 4 BRAKE VALVE IN CONNECTION WITH THE G-6 ENGINEER'S AUTOMATIC BRAKE VALVE. (THE HAND OF MR. DUKESMITH IS ON THE G-6 VALVE.)

SECTION I.

CHAPTER I *

SOME REASONS WHY THE AIR BRAKE IS SO LITTLE UNDERSTOOD BY RAILROAD OFFICIALS AND EMPLOYES, AND WHY IT IS SO BADLY NEGLECTED

In writing a book of instruction an author has no right to presume upon his reader's previous knowledge of the subject, as there is no way of his knowing how far that knowledge may extend. Therefore, as this book is meant to contain full and complete instructions on modern air brake practice, its use and abuse, I will take it for granted that you, my reader, are desirous that I leave nothing unsaid which may in any way throw light on the subject.

If the human memory could be depended upon to reproduce impressions made upon it after the manner of a phonograph, it would be the easiest thing in the world to acquire an education on any given subject, but as this is not the case, we must, first of all, bring ourselves to realize that if the knowledge we acquire is to be of any real value to us we must conform to the natural mental laws in our method of acquiring it, if we are to have any assurance that our memory will reproduce that knowledge at a time when it is most needed.

The mental laws by which the action of the mind is mainly controlled are those of Logic and Association. This may sound like Greek to you, but as it is very es-

*Be sure and read the Introduction first

sential that you should know, at least in a general way, what is meant by the laws of Logic and Association, I will explain by saying that the truth or falsity of every statement is determined by Logic, and by the law of Association you are enabled to remember and trace one circumstance to another.

To make this plain, if I should say to you that the principle on which the automatic air brake operates is that any material reduction in the trainpipe pressure will cause the brake to set, then, if you should see the brake set on a car to which no engine was attached, you would logically say there must be a leak in the trainpipe somewhere, or the pressure could not have been reduced.

That you may understand how the law of Association enables you to remember things, I will just ask you to think for a moment of your home, and immediately there comes to your mind a mental picture of familiar faces, scenes and objects that a few minutes ago were buried in the depths of your memory. Now, supposing you wish to recall some bit of knowledge that has apparently slipped your memory, if you can take up the thread at any given point, the law of Association will carry your thoughts along, step by step, until you finally perceive the point you had forgotten, and which will cause you to suddenly exclaim, "Oh, pshaw, I remember now, it's so and so!" Now haven't you often gone through just this sort of experience?

Well, then, when you study any subject in a systematic way you will find that after you have once mastered it you can take it up at almost any given point, and by the laws of Association and Logic, recall and prove up your previously acquired knowledge.

The air brake is, comparatively speaking, a simple piece of mechanism, and as all machinery must conform

to the laws of Logic in order to perform its functions correctly, it will be an easy matter for you to master a knowledge of the air brake provided you will keep firmly in mind the fact that the action of any one part of the apparatus always depends on the action of some other part in order to produce a certain result. For instance, if you had your train fully charged, and the gauge on the engine showed a pressure of 70 and 90 pounds, and the angle-cock was closed between the tender and the head car, you might even throw the handle of the brake valve to the emergency position, and still the brakes on the cars wouldn't set. Why? Simply because the action of the triple valve depends on the changing of the pressure in the trainpipe, and with the angle-cock closed on the head car the brakes couldn't set, even if you should knock the engineer's brake valve clear off the engine.

Therefore, when you have mastered a perfect knowledge of the air brake system, the law of Association will force you to remember the functions of the different parts of the equipment, and by the law of Logic you will be enabled to tell exactly when the apparatus is working properly.

It may sound strange to make such a statement, but it is a fact, nevertheless, that the main reason why the air brake is so badly neglected is because it is automatic, or self-acting.

The average man, whether he be an official or employe, seems to feel perfectly safe on any kind of a train so long as he knows it has air brakes on it, and if any one were to ask him if he thought there was any danger of the brakes failing to stop the train, would laugh and say, "O, no, not at all, as all the engineer has to do is to make an emergency application, and the train will stop all right."

This would be a perfectly true statement if the air-brake equipment was always kept in its proper condition, but there are so very many things that can and do go wrong to prevent the brakes from doing their duty that the question of keeping them in good order is a very serious problem, indeed, and one that is arousing a deep interest in the minds of all railroad men. One of the strongest evidences of this fact is shown in the enactment of the national law spoken of elsewhere in this chapter.

It does not require much of a mechanical mind to grasp the fact that an air brake on a car would be worse than useless if the packing leather in the brake cylinder was dry, and allowed the air to escape, for no matter how good the engineer might be at handling his brake valve, the brake on that car could not be made to hold.

This is only one of a score of things which might prevent the brakes from doing their duty, but because the brake will "work itself" the majority of men fail to see why the brake should not also "take care of itself." But, like all other mechanism, it requires proper attention.

Another reason why the average man is lulled into the belief that the air brake needs very little attention, is because a very few good air brakes on a train will produce results simply wonderful when compared with the old hand brake.

Such over-confidence in the power of the brakes to always stop the train is very much like the Irishman who bought two currycombs for his horse, because the dealer said to him if he would "buy one of his new patent currycombs, he could keep his horse on half the usual feed," whereupon Pat replied, "Faith, thin, I'll just take two, and I won't nade to buy any feed at all, at all."

Another reason why the air brake is so little under-

stood and so badly neglected is because of its extreme simplicity, for with just ordinary attention it will continue to do its work, with more or less efficiency, for a considerable length of time, and as a consequence it is neglected until the brake-cylinder leather becomes dry and worthless; or the piston travel becomes too great; or the triple valve becomes gummed and dirty, and causes the brake to stick; or the strainers in the cross-over pipe become clogged; or the seats of some of the valves become worn and leaky, when the brake is "cut out," and the weight of that car is left to be stopped by the next car on which there happens to be a good air brake. But the average man fails to realize either the danger or expense of having the brakes "cut out," simply because so long as he knows a car to have a "self-acting brake" on it he feels safe, when as a matter of fact a hand-braked car is much safer for the railroad company than one with the air brakes cut out. For if it were not equipped with air the car would be carried with the non-air cars, and the train crew would have to look after it accordingly.

When short trains and slow speed were the order of the day it was perfectly safe to handle trains with only one-third of the cars air-braked, but in this twentieth century when long trains of heavy cars are shot over the country, up and down hill, like a Kansas cyclone, or a scared wolf, the question of stopping power is of the highest importance, which means that *every* car in the train should not only have a "quick-action" brake on it, but that the brake *must* be in perfect order, and the "piston-travel" right up to where it belongs, and the enginemen and trainmen possessed of the proper knowledge of how best to manipulate and control the brakes in order *to prevent accidents*—as the great variety of accidents

which may happen from bad handling, or not having a sufficient number of air brakes, is too numerous to mention.

It is safe to state that there is not a single railroad of any importance that does not pay out annually three times as much money on account of bad brakes and bad handling of brakes as they pay for a general manager, but because of the many different channels through which the expenditures are made they are not charged up directly to the brakes.

For instance, an engineer in coming into a station with a passenger train is making the stop with "one application" (the old way) and, after his brake cylinders and auxiliaries have equalized their pressure, and he is drifting along, depending upon the weight of the train to stop him at his usual place (because after equalization the automatic brakes cannot be applied any harder), a woman or child in crossing the track is killed. The amount of money the company has to pay out as a result of this "bad handling" of the brakes will run up into thousands of dollars, and yet the engineer excuses himself by simply saying "The brakes failed to work."

Again, railroad companies are out thousands of dollars annually on account of damaged merchandise, caused by the brakes being "thrown into the emergency" when there was no real danger ahead to require the emergency application to be used, or because of a defective triple valve.

Uneven piston-travel causes more trains to be parted while running along, draw-heads pulled out, wheels flattened, etc., than any other one cause; hence it is evident that the brakes should not only be kept in perfect working order at all times, but the men who handle them

should understand thoroughly how to properly manipulate and keep them in order.

The American Congress, realizing the vast importance of having the air brake equipment kept up to somewhere like it should be, recently enacted a law, which became effective in September, 1907, requiring all railroads to have at least 75 per cent of the cars in all trains equipped with air brakes in good condition. And as the law would be a dead letter if the "good condition" clause was not lived up to, it is easy to see that railroads are forced to look after the instruction of their men as much as possible, and in order to do so many roads which are not already so provided, are putting on regular air brake instructors as rapidly as conditions will permit, and are voluntarily increasing the number of air-braked cars in freight trains.

Some idea may be formed of the average man's knowledge of the "equalization of pressure" by the following true story: A certain engineer on a mountain road was going down a pretty stiff grade, and after making a great number of "reductions" from his trainpipe, and not feeling the train slow up as he expected, turned to the head brakeman, who happened to be riding on the engine, and said: "Hey, Bub, you'd better be gittin' back, 'cause I ain't got but a few more squirts left in this thing." And still he was considered a good runner by his employers.

In order to insure safety in the handling of trains it is absolutely essential that every one whose duties in any way connect him with the air brake, should not only know what all the parts are that constitute the air brake equipment, but must also understand the philosophy of handling the brakes under any and all circumstances, as the requirements of his position may demand.

In addition to all of the many reasons previously men-

tioned as to why the air brake is so little understood by the average engineman and trainman alike, a very common one is because of the unsystematic manner in which the study of the air brake is usually begun. The engineman, if he gives the subject any study at all, usually begins by trying to master the mysteries of the brake valve, or the pump, and the trainman usually thinks there is nothing for him to learn except how to "cut it in, or cut it out," and gives as his excuse that "the engineer handles the brake, and, besides, it is automatic, and works itself."

The experience of late years has abundantly proven that if an air-braked train is to be handled with safety it is absolutely necessary that every man on the train thoroughly understands at least the principle on which the brake operates, and must be able for a certainty to tell when the brakes are in perfect working order by making a careful test before starting, or when any change is made in the train.

A serious accident happened recently by the simple act of a brakeman turning up the handle of a pressure-retaining valve. He heard the air escaping at the "retainer," and thinking he would "stop the leak," turned up the retainer, and as a consequence the brake on that car could not be released from the engine.

As recent changes in air brake equipment have virtually revolutionized the Air Brake Art, there are now eight distinct types of standard Locomotive Brake Equipments, as follows:

First. The Westinghouse G-6 Automatic Engine Equipment in which only one brake valve is used, and which does not give any independent control of the locomotive brakes.

Second. The Westinghouse Combined Automatic and

Straight Air Equipment which consists of the G-6 brake valve and the old straight air valve which gives partial independent control of the engine brakes.

Third. The Westinghouse No. 6 E. T. Locomotive Brake Equipment, which requires two brake valves and a distributing valve.

Fourth. The New York B-1 Engine Equipment, which consists of one brake valve and does not give any independent control of the engine brakes.

Fifth. The New York B-1 Brake Valve in connection with their straight air valve which gives partial independent control of the engine brakes.

Sixth. The New York B-2 and B-3 Locomotive Brake Equipment which consists of a combined automatic and straight air brake valve and an independent release valve, which gives a partial independent control of the engine brakes.

Seventh. The Dukesmith No. 4 Locomotive Brake Equipment consisting of an Engineer's Automatic Brake Valve and the Dukesmith No. 4 independent brake valve which together gives full independent control of the engine and train brakes.

Eighth. The Dukesmith No. 6 E. C. Locomotive Brake Equipment consisting of but one brake valve which gives perfect and independent control of the engine and train brakes without the use of triple valves on the engine or tender.

SECTION II.

CHAPTER II.

THE WESTINGHOUSE AIR BRAKE EQUIPMENT—THE PARTS AND THEIR DUTIES.

When speaking of the "Automatic Engine Equipment," it signifies the non-independent system; in speaking of the combined automatic and straight air equipment, it signifies the equipment having the ordinary engineer's brake valve working in connection with an ordinary straight air brake valve. The special engine equipment lately brought out by the Westinghouse, New York and Dukesmith Air Brake Companies is designated as Westinghouse E. T., New York B-2 and B-3 and Dukesmith No. 4 and No. 6 E. C.

The essential parts which go to make up the equipment of an ordinary quick action automatic air brake on an engine and cars are as follows:

First. The steam driven air pump which supplies the compressed air.

Second. The main reservoir in which the compressed air is stored.

Third. The Engineer's Automatic Brake Valve which regulates the flow of air from the main reservoir into the train pipe for charging and releasing the brakes, and from the train pipe to the atmosphere for applying the brakes.

Fourth. The Duplex Gauge to show the train pipe and main reservoir pressures.

Fifth. The pump governor, which automatically stops the pump when the desired pressure has been accumulated in the air brake apparatus.

Sixth. The trainpipe, which connects the engineer's brake valve and each triple valve in the train, and includes the air hose and hose couplings between cars.

Seventh. The quick-action triple valve, which is connected to the trainpipe, auxiliary reservoir and brake cylinder and pressure-retaining valve. The triple valve operates automatically whenever the pressure in the trainpipe is reduced lower than that in the auxiliary reservoir, and performs three functions: Charges the auxiliary, applies the brakes and releases the brakes, as will be fully explained hereafter.

Eighth. The auxiliary reservoir, in which is stored the air pressure for applying the brake (on each car, engine or tender, there is an individual auxiliary reservoir).

Ninth. The brake cylinder, in which there is a piston and piston-rod, which is connected to the brake levers in such a manner that when the triple valve is moved to allow the auxiliary pressure to flow into the brake cylinder, the brake piston is thereby forced outward, which causes the brakes to apply.

Tenth. The pressure-retaining valve, which is connected to the triple exhaust by a small pipe. On freight cars the retaining valve is located on the end of the car near the top, just below the staff of the hand brake, and is for the purpose of enabling the brakeman to retain a pressure of 15 or 50 pounds in the brake cylinder while the engineer is recharging the auxiliary reservoir. While the handle of the retaining valve is turned up the brake cannot be released from the engine, neither can it be "bled off" by the bleed cock of the auxiliary, for the reason that the cylinder must discharge its air through

the triple exhaust, and when the retaining valve is closed it means that the triple exhaust is also closed. It is very important that brakemen thoroughly understand the operation of the pressure-retaining valve, as many accidents are due to ignorance or negligence in the working of this device.

Eleventh. The automatic slack-adjuster automatically maintains the travel of the brake cylinder piston at a given distance. For instance, if the piston-travel is set for eight inches it will automatically keep it there. The Westinghouse slack-adjuster is piped direct to the brake cylinder, but the Sauvage slack-adjuster is not operated by the air pressure, but by the levers themselves.

Twelfth. On passenger cars there is commonly in use a valve known as the conductor's valve which is connected directly to the trainpipe and by means of which the conductor can apply the brakes from the car in case of danger. This valve is now being superseded by one known as the Dukesmith Car Control Valve, which is a combined Retaining Valve, Conductor's Valve and Release Valve. This new valve is located in the same place as was the old conductor's valve, and in making an emergency application the conductor pulls the cord the same as he did before, and after having applied the brakes he resets the valve, the same as he did with the old conductor's valve, and when it is desired to retain the pressure in the brake cylinder he moves the handle of the Dukesmith Car Control Valve to retaining position after the same manner as any ordinary retainer, but a feature of this valve which is of great importance is the fact that by its use the conductor or trainman can release the brake on a car when the triple valve fails to go to release position, thereby avoiding the great danger of having to stop the train in order to release a stuck brake. A still

further attachment to the Dukesmith Car Control Valve is the Automatic Release Signal, which is for the purpose of automatically signaling the trainmen from the inside of the car what the brake under the car is doing, that is, it tells when the brake is set or released, what the piston travel is, whether the brake is leaking or releasing off, and should too much pressure be accumulated in the brake cylinder than the standard amount, the Release Signal automatically blows down whatever extra pressure is in the brake cylinder, thereby reducing the liability of sliding the wheels or stalling the train.

Every railroad man who has anything to do with air brakes should first of all acquire at least a working knowledge of the Laws of Leverage, because the result to be obtained from the operation of the different devices depends upon a proper system of levers.

As the very heart of the automatic air brake equipment is the triple valve, it is necessary that both enginemen and trainmen thoroughly master a knowledge of this feature before studying the other parts of the equipment.

It is not necessary that trainmen should know all about the care of the pump, the ports in the brake valve nor how to handle the air as an engineer, but they should know and *understand* all about the triple valve, and be able to make an intelligent report of any defects that may be found in the car equipment, how to make a proper test, and why correct piston travel is positively essential to good brakes, by mastering a knowledge of the Laws of Leverage.

Enginemen should not only be thoroughly familiar with the points just outlined for trainmen to learn, but, in addition, should know all about the action of the pump and the pump governor; the different kinds of automatic and straight air brake-valves, their parts and their ac-

tion; how to determine and maintain the proper braking power on engine and tender; the construction and operation of the whistle-signal apparatus; why different air pressures are necessary; the best manner of handling different trains under any and all circumstances, and how to detect and report intelligently any trouble that may arise in any part of the equipment.

To the ordinary mind this may at first thought appear very difficult of accomplishment, but such, however, is not the case, provided the study of the air brake is taken up systematically, and one thing is mastered at a time, taking each part in its regular order.

This cannot be done in a minute or a month, but requires time and patience. There is nothing mysterious about the air brake, as it is simply a question of one pressure working against another at all times, and all there is to learn is how and when the several pressures are separated or joined together, and when and to what extent you wish to let the pressures flow together or be kept apart, in order to secure a given result.

All this is done by a system of very simple valves and pistons, reservoirs and cylinders, all connected by suitable pipes for the purpose of allowing the compressed air to pass from one part of the equipment to the other, or to the atmosphere, as the case may be.

The first part of the air brake equipment we will consider will be

THE TRIPLE VALVE.

Naturally the first question you will ask is "Why must there be a triple valve?"

It is because the brake on a car charges, sets and releases automatically, and as this requires three distinct services, it follows that a device capable of doing a triple

service must be had, and as these three things are done by one part of the equipment it is called the triple valve (meaning three valves in one, or a valve that charges the auxiliary reservoir, a valve that sets the brakes and a valve that releases the brakes).

As there are several kinds of triple valves in use, but as the same principle operates them all, I will first describe the action of the "plain" triple in making a full service application of the brakes, releasing the brakes and recharging the auxiliary reservoir (taking it for granted that the auxiliary and trainpipe are charged to 70 pounds to begin with).

In order to clearly understand the duties and action of the triple you must always bear in mind that on each car there must be a trainpipe, an auxiliary reservoir, a brake cylinder and the triple valve.

The trainpipe is the channel through which the compressed air passes between the engineer's brake valve and the triple.

The auxiliary reservoir is where the air is stored under each car, ready for use.

The brake cylinder is where the air is applied in setting the brakes, and the triple valve performs the triple duty of charging the auxiliary, applying the air to the brake cylinder and releasing the air from the brake cylinder.

But before describing the air brake let us draw a comparison with something that will help to fix in our mind what *action must* take place in order to set the brake.

The best thing to compare the air brake with in order to exemplify the principle on which it operates, is a bottle of soda pop, for the reason that gas is mixed with the soda when it is bottled. A bottle of champagne would make a better comparison, owing to the higher pressure

with which the wine is bottled, but as it is a little too expensive for the average railroad man to become very familiar with, I will just use the ordinary bottle of soda pop.

If you wanted to fill a glass with pop, the first thing you would have to do would be to break the wire that holds the cork, when the pressure in the bottle would force the cork out and let the soda flow into the glass.

Therefore, figuratively speaking, the brake cylinder represents the glass, the auxiliary the bottle, the compressed air in the auxiliary the soda, the triple piston the cork and the trainpipe pressure the wire, and when you take the trainpipe pressure away from the triple piston (or break the wire that holds the cork), the pressure that is in the auxiliary forces the triple piston out and lets the air pass from the auxiliary into the brake cylinder and sets the brake, by forcing the cylinder piston out against the levers, which in turn forces the shoes up against the wheels.

By this you will understand that in order to set the brakes the pressure in the trainpipe *must be reduced lower than that in the auxiliary,* otherwise the triple piston would not move and open the port between the auxiliary and brake cylinder.

The Parts of the Plain Triple Valve consist of only six things, besides the casing which holds them all, and are shown in Plate 1 (which shows the way the new plain triple now used for driver brakes would look if it were cut in half), and they are designated as follows: 23 is called the triple piston; 24 is the slide valve; 25 is the graduating valve; 26 is the graduating stem, and 27 is the graduating spring; 32 is the U spring over the slide valve.

The casing is so shaped that one part of it forms a cyl-

inder for the triple piston to move in, and is marked B. and adjoining it is a chamber having a flat side (called the slide valve seat), for the slide valve to slide on, and is marked C.

The flat side of this chamber, which forms the seat on which the slide valve rests, has two ports cut through it; the one marked *f* leads to the brake cylinder, and the other, marked *h*, leads to the atmosphere. (See Plate 1.)

In the slide valve there are also two ports, one passes clear through the valve, as shown by the letters *l*. *p-p*, and the other is a groove cut in the bottom of the valve, and marked *g*, and when the valve is moved toward the left end of Chamber C (in other words, moves down), the port through the valve marked *p* connects with the port in the seat marked *f*, so that the air in the auxiliary can pass through the valve and valve seat and on through pipe connection X directly into the brake cylinder; and when the slide valve is in the opposite end of Chamber C the groove *g* in the bottom of the slide valve connects the two ports *f* and *h* together, so that one end of the groove rests directly over the port leading to the brake cylinder, and the other end rests over the port leading to the atmosphere, thus forming a direct opening between the brake cylinder and the atmosphere; therefore, as the triple is so connected to the auxiliary by pipe connection Y that the auxiliary pressure is always in direct communication with chamber C, in which the slide valve moves, and as the port in the seat marked *f* is the only way for the air to get in or out of the brake cylinder, with this kind of a triple, it is very evident that when the slide valve is moved along on its seat until the port in the valve marked *p-p* comes opposite the port in the seat marked *f*, the air in the auxiliary is free to pass into the brake cylinder, and set the brake. And when the slide

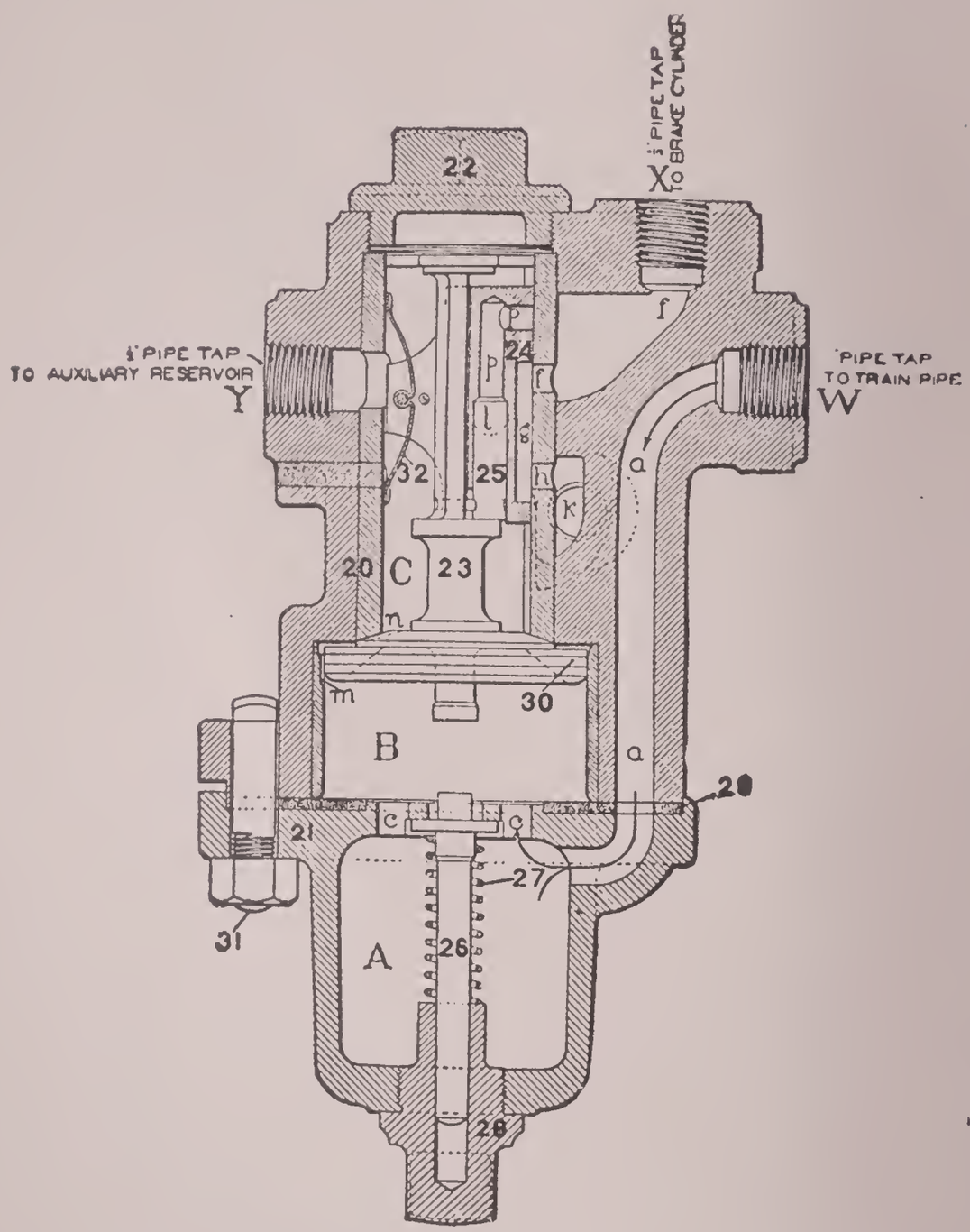


PLATE NO. 1—NEW STYLE PLAIN TRIPLE-VALVE.

DESCRIPTION OF PLATE I—NEW DRIVER BRAKE PLAIN TRIPLE

W is the trainpipe connection.
X is the cylinder connection.
Y is the auxiliary connection.
23. Triple piston and stem.
24. Slide valve.
25. Graduating valve.
26. Graduating stem.
27. Graduating spring.
30. Triple piston packing ring.
32. U, or slide valve spring.
The air passages and ports are explained in the text.

valve is forced back again to its original position, as shown in Plate 1, the air in the brake cylinder is free to pass out to the atmosphere through ports, *f*, *g*, *h* and exhaust port *k*, and thereby release the brakes. Therefore, as the flow of air from the auxiliary to the brake cylinder, and from the brake cylinder to the atmosphere is dependent upon the movement of the slide valve, it is necessary that you next understand how this movement is accomplished.

The stem of the triple piston extends into chamber C, in which the slide valve moves, and the valve is hung on this stem; there is a packing ring (30) around the triple piston, making a tight joint against the walls of cylinder B, and as one end of this cylinder is always open to chamber C (which always contains auxiliary pressure) and the other end of cylinder B is always open to the trainpipe, you will at once see that the triple piston stands between the auxiliary and trainpipe pressure at all times, and if these pressures are equal, and the piston is in full release position, as shown in Plate 1, should the pressure on the trainpipe side of the piston become lower than that on the slide valve side, the piston would be moved by the auxiliary pressure, and of course draw the slide valve with it, causing the port in the valve marked *p* to come opposite the port in the seat marked *f*, and allow the air from the auxiliary to pass into the brake cylinder and set the brake.

Now that the air is in the brake cylinder, the next point to learn is how to release the brake.

To Release the Brake it is necessary to force the slide valve back to the position it occupied before the brake was set, as shown in Plate 1.

To do this we use the pressure stored in the main reservoir, on the engine, for when the engineer places his

brake valve in full release position the main reservoir pressure quickly raises the pressure on the trainpipe side of the triple piston and forces it back to the position shown in Plate No. 1, and, as the slide valve has to go back with it, the groove *g* in the bottom of the valve is placed so that one end of it rests over the port marked *f* in the valve seat, and the other end rests over the port marked *h* in the valve seat, consequently the air in the brake cylinder is free to pass out to the atmosphere through ports, *f*, *g*, *h* and through a passage around the casing to the triple exhaust marked *k*. The air having thus escaped from the brake cylinder the heavy spring in the cylinder, marked 9, in Plate 7, drives the brake piston back from the levers, which allows the shoes to drop away from the wheels, and the brake is released.

The whistling noise heard when the brakes are releasing on passenger cars is caused by the air escaping through the small ports in the triple (on freight cars the air exhausts through the pressure-retaining valve on top of the car), and if this whistling is weak, when releasing after a full application has been made, it indicates that either a portion of the air has already escaped from the cylinder through a bad packing leather around the brake piston, or there is too much piston travel, which allowed the air to expand in the cylinder more than it should have done; in other words, a high pressure will rush out quicker than a low pressure, for, as you know, the faster wind blows the louder it whistles.

Recharging the Auxiliary.—Having set the brakes and released them, it now becomes necessary to recharge the auxiliary reservoir, to be ready for the next application.

You must keep in mind that the brake cylinder gets its power from the auxiliary, and the latter must always be kept charged ready to meet all demands made upon it by

the cylinder. If the auxiliary is only partly charged, the force with which the brakes set will be correspondingly weak.

Also remember that just as soon as the slide valve moves to let the air out of the brake cylinder that in doing so the feed groove between the trainpipe and auxiliary is open to admit air again into the auxiliary.

You will now look at Plate 1, and trace the course of the air from the trainpipe through the triple to the auxiliary.

Begin at the point indicated by W, and follow the arrows; you will notice the air travels through a passage *(a-a)* in the casing, to a chamber indicated by A, and from this chamber there are two openings (*c*, *c*,), which allow the air to pass into the cylinder in which the triple piston moves, as indicated by B. As the air passes from chamber A it strikes the plain side of the triple piston and forces it to the extreme end of cylinder B, and as the piston is supposed to be a tight fit in cylinder B, the only chance the air has to get into chamber C is by passing through a small groove cut in the wall of cylinder B, as indicated by *m*. This is called the "feed groove." As this groove *m* is only as long as the head of the piston is thick, you will at once see that the piston must be all the way back before the air can enter this groove; you will also notice that the piston only forms a seat about half way from its center to its outer edge; in other words, there is a shoulder on the slide valve side of the piston, and this necessitates another groove to be cut in this shoulder, which is shown by the letter *n*. The air can now pass from cylinder B by way of the feed grooves, *m* and *n*, into chamber C, and over the top of the slide valve through the pipe connection Y into the auxiliary.

In order, therefore, to make it plain to you how the auxiliary is charged to its proper pressure of seventy pounds to the square inch, we will just suppose that the pump on the engine (which, when modern brake valves are used, is controlled by the main reservoir pressure) will only pump up to seventy pounds pressure, and no more; in other words, the pump will keep working until all the space into which the compressed air from the pump is allowed to flow is filled to seventy pounds before it stops.

If the space to be filled by the pump is merely the main reservoir, the pump will stop when the main reservoir is charged to seventy pounds, provided the governor is set at seventy; but if the engineer places the handle of his brake valve in position so that the air in the main reservoir can flow direct into the trainpipe, it means that there is just that much more space to be filled before the pump will stop; then if the auxiliary is cut into the trainpipe, by opening the cut-out cock on the cross-over pipe, it means that there is still more space for the air to flow into, and as the pump will not stop until there is seventy pounds in the main reservoir, and as the main reservoir cannot get its seventy pounds until the trainpipe has its seventy pounds, and as the trainpipe cannot get its seventy pounds until the auxiliary gets its seventy pounds, it follows that the pump will continue to work until the auxiliary, trainpipe and main reservoir are all equally charged up to seventy pounds, for the reason that air, like water, will continue to flow until it finds its level, and when we speak of the pressure being "equalized" we mean that they have come to a level with each other.

Owing to the smallness of the feed groove in the triple through which the air passes to get into the auxiliary, the trainpipe will naturally fill quicker than the auxiliary,

and cause the pump to stop temporarily, but as soon as the trainpipe pressure is again lowered by the air passing through the feed grooves into the auxiliary, the pump will again start, and continue to compress air until every bit of space is filled to seventy pounds.

If the main reservoir, trainpipe or auxiliary reservoir leaks, while the brake valve is in the position we are now speaking of, the pump will not stop at all, and a great many leaks will very soon wear a pump out.

Right here I will mention a few important things to remember when charging up a train: first, leaks of any kind will prevent getting the required pressure in the time it should be gotten, and bad leaks will prevent it entirely.

Second, the strainer and feed grooves in the triple must be kept clean to allow the air to pass freely.

Third, the packing ring around the triple piston must be a good fit to prevent the auxiliary charging too rapidly, and to insure against charging too quickly is the reason for having a shoulder on the slide valve side of the piston, for if any air leaks around the packing ring it cannot enter the auxiliary except through the second feed groove, as shown by *n* in Plate 1, unless the shoulder on the piston has a bad seat.

A still greater reason for having the packing ring (30) tight, is to insure the brake against "sticking," as it will if the trainpipe pressure equalizes with the auxiliary without moving the slide valve.

The reason for having the feed grooves so small in the triples is to allow all the auxiliaries on the train to charge as nearly together as possible, and also to assist in making the triple sensitive to the slightest reduction of trainpipe pressure, for, if the feed groove was large, when the air was drawn from the trainpipe a consider-

able amount of air from the auxiliary would flow back into the trainpipe before the piston moved; but, as it is, the feed groove is so small and so short that it requires less than a two pound reduction to cause the triple piston to move and shut off communication between the auxiliary and trainpipe.

For the same reason (sensitiveness) the piston packing ring must have a good fit, or else the auxiliary and trainpipe pressures will equalize, and thereby fail to move the piston when desired in setting or releasing the brakes. This is especially true on long trains. (See "K" triple valve.)

If everything was tight, and all the parts working as they should, and trainpipe pressure was kept constantly at seventy pounds, you could charge a one hundred car train as quickly as you could one car, as under such perfect condition the air will pass through the feed grooves at the rate of one pound a second, but as this is never the case in actual practice, it will take about five minutes to charge up a short train of ten cars, and about twelve to fifteen minutes for a train of thirty or forty cars, with comparatively no trainpipe leaks, and where there are leaks it naturally takes much longer.

Always fight trainpipe leaks like you would a rattlesnake, as this trouble does more to prevent the proper action of the brakes than any other one thing.

So far I have only had occasion to speak of but one kind of an application of the brakes, and that is "full service application"; but there are three kinds of applications, which will be fully explained in their proper place: one is called "full service application," one is called "partial service application," and the third is called "emergency application."

As yet I have only described the duties of the triple

piston and the slide valve, but there are four other parts to the plain triple that must now be explained to you, which you will see by again referring to Plate 1, and designated as follows:

The graduating valve, which works in the slide valve, is marked 25; the graduating stem is marked 26, and the graduating spring which surrounds it and holds it to its seat is marked 27; the U spring is marked 32. Now let us see why we need these parts.

The graduating valve is what enables us to make a partial service application, for without it the pressure in the auxiliary reservoir would be reduced much below that in the trainpipe, after a ten pound reduction, before the triple would lap itself, as there would be nothing to stop the flow of air from the auxiliary into the brake cylinder, until the auxiliary pressure becomes low enough for the trainpipe pressure to overcome the friction on the seat of the slide valve; but with the graduating valve in good condition, when a reduction of say ten pounds is made on the trainpipe, the triple will automatically lap itself as soon as a fraction over ten pounds has left the auxiliary.

This is done as follows: when the trainpipe pressure is reduced below that in the auxiliary the triple piston moves and carries with it the graduating valve, for, as you will see by looking at Plate 1, the graduating valve is connected directly to the stem of the triple piston by a small pin, as shown by the dotted lines, and, when the piston moves, the graduating valve is carried from its seat in the slide valve and opens port *p*, so that when the slide valve is in service position the auxiliary air can pass through the slide valve by way of ports *l* and *p*. then through port *f* in the seat of the slide valve and on through pipe connection X direct into the brake cylinder;

as only ten pounds was drawn from the trainpipe, just as soon as a fraction over ten pounds flows from the auxiliary, the trainpipe pressure being now the strongest forces the triple piston towards the auxiliary end of its cylinder, but it can only force it a very short distance, for the reason that the distance between the end of the slide valve and the shoulder on the stem of the piston is only three-sixteenths of an inch, and when the piston has moved this distance it is stopped by the slide valve, because the auxiliary pressure, aided by the U spring, is firmly holding the slide valve, on account of the friction being greater on the slide valve seat than it is around the edge of the triple piston, and when the piston is thus stopped by the slide valve, the graduating valve is now back on its seat, and no more air can flow from the auxiliary into the brake cylinder, until the trainpipe pressure is again reduced and the graduating valve again unseated by the movement of the triple piston.

The slide valve does not move when the second reduction is made, but stands in the same position it assumed on the first reduction. Consequently, as soon as the graduating valve is unseated the air will again flow into the brake cylinder; but when the air in the brake cylinder finally becomes as strong as it is in the auxiliary (or equalizes) the pressure in the auxiliary no longer falls below that in the trainpipe, and therefore the graduating valve remains off its seat, because the triple piston does not now move back as it did when the first reduction was made, as the pressure in the trainpipe is now as low or lower than it is in the auxiliary, and the brakes are now fully applied.

Hence we can make a full service application without the graduating valve, but we must have this valve in making a "partial service application."

If the engineer simply wants to slow his train up, but does not want to come to a full stop, he can draw off any amount of air from the trainpipe he desires, and when he laps his brake valve, the triple valve will, by means of the graduating valve, let a corresponding amount of air from the auxiliary into the brake cylinder and automatically lap ports *l-p-p* in the slide valve, but if the engineer should draw his trainpipe pressure down below the point at which the auxiliary and brake cylinder equalize, he would not only be wasting the trainpipe pressure, but would have trouble when it came time for him to release his brakes as will be explained later on.

We now understand what the graduating valve is for; now let us see what the graduating stem and spring has to do with it.

As I have already mentioned, the third kind of an application is called the "emergency." When this kind of application is made it is only in case of danger, and therefore it is desired that the air in the auxiliary should be passed into the brake cylinder as quickly as possible, and in order to do this it is necessary to have the entire slide valve clear the port in the seat through which the air has to pass.

In making ordinary stops this very quick action is not required, and in order to prevent the slide valve making the full stroke, there is a projection on the trainpipe side of the triple piston which strikes against the graduating stem (26), and as this stem is held to its seat by the graduating spring (27), the strength of this spring combined with the pressure in the trainpipe causes the triple piston to stop, and in doing so the slide valve is held in such a position that port *p* is in register with port *f*, and of course the brakes are applied gradually.

But if the pressure in the trainpipe is reduced sud-

denly, the auxiliary pressure causes the triple piston to strike the graduating stem a hammer blow and overcomes the tension of the spring so that the slide valve entirely clears the port in the seat, and the auxiliary pressure immediately equalizes with the brake cylinder. (This refers to the plain triple. The emergency action of the quick-action triple will be described later on, and also the action of the "K" triple.)

The U spring (32) is placed over the slide valve for the reason that if the brake is applied and all the air is let out of the train pipe, and the car cut off from the engine, the brake could not be "bled" off by the release valve on the auxiliary if the slide valve could not be lifted off its seat by the brake cylinder pressure, but as there is a slight lift to the slide valve for this purpose, the U spring is required to reseat the valve, so that when the auxiliary is again recharged no air can get under the slide valve and pass out to the atmosphere through port *h* in the valve seat.

If there is a great deal of oil on the slide valve seat it will prevent the slide valve from being forced up by brake cylinder pressure, when a single car is being "bled off," and the brake cannot be released at all until the air finally leaks out around the packing leather in the cylinder. In such a case the release signal is very handy.

THE WESTINGHOUSE QUICK-ACTION TRIPLE VALVE.

So far I have only spoken of the plain triple, but as all cars are now supposed to be equipped with the "quick-action triple" we will next ascertain what is the difference between the two kinds of triples, and what the advantage is in having the quick-action triple. (The "K" Type of Triple will be explained later.)

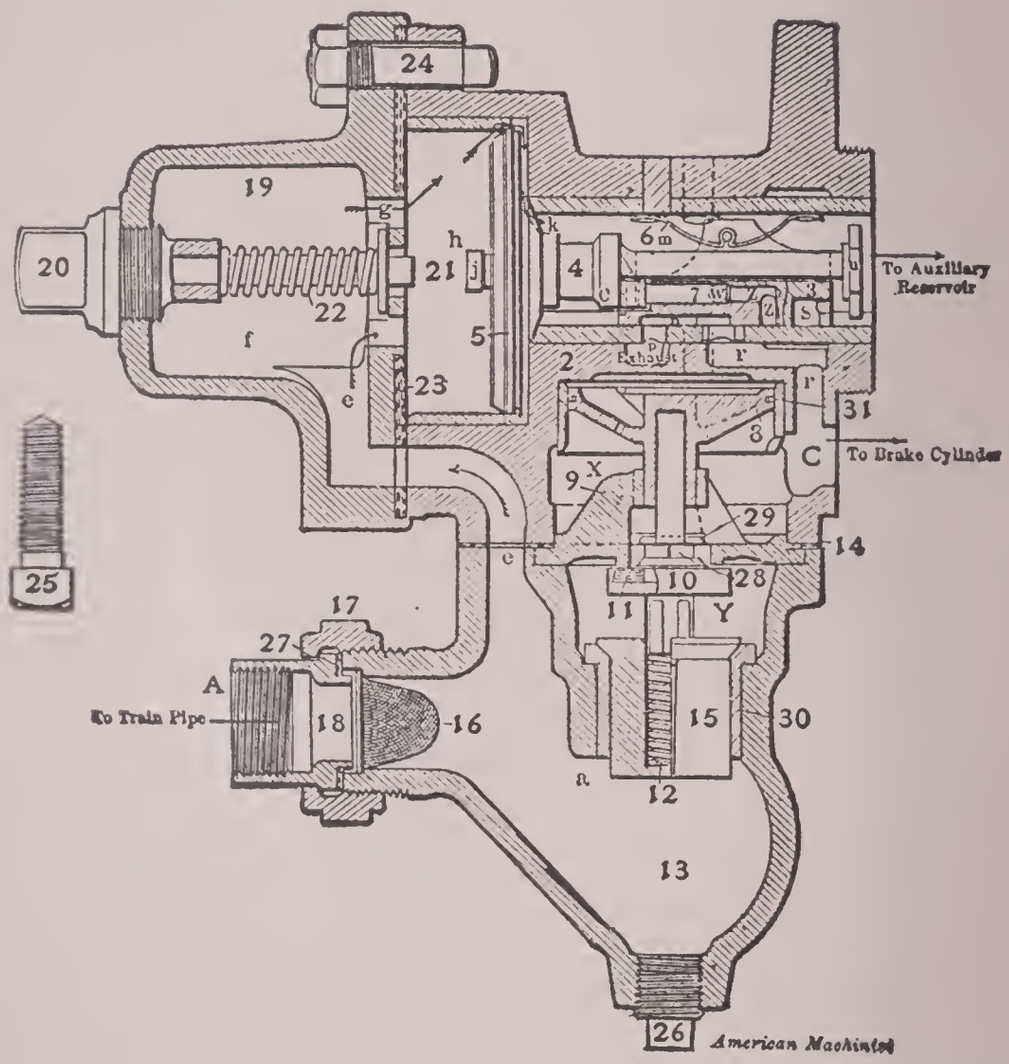


PLATE NO. 2—QUICK-ACTION TRIPLE IN RELEASE AND CHARGING POSITION.

DESCRIPTION OF PLATE 2—QUICK-ACTION TRIPLE VALVE, RELEASE AND CHARGING POSITION.

A. Trainpipe connection.
B. Auxiliary reservoir connection.
C. Cylinder connection.
3. Slide valve.
4. Triple piston and stem.
5. Triple piston packing ring.
6. U or slide valve spring.
7. Graduating valve.
8. Emergency valve piston.
9. Emergency valve seat and guide.
10. Rubber seated emergency valve.
12. Check valve spring.
14. Check gasket.
15. Check valve.
21. Graduating stem.
22. Graduating spring.
23. Triple gasket.

The air passages and ports are described in the text. The feed groove, *i*, is now open.

When an engineer applies the brakes he has to draw the trainpipe pressure down by letting it escape to the atmosphere through a port in the brake valve, and as the triple pistons will not move until the trainpipe pressure is reduced below that in the auxiliary reservoirs, it naturally follows that on a train, of say thirty cars, equipped with plain triples, the brakes on the head end will set before the ones on the rear end, for the reason that the air in the front end of the trainpipe has to get out of the way before the air in the rear end can escape, and whenever the pressure on the trainpipe side of any triple is reduced lower than the auxiliary side, that triple will move and set the brake at once, and the main difference between the plain and quick-action triple is that the trainpipe pressure can be reduced faster with a "quick-action" triple than it can with a plain one, and consequently the brakes on a long train can be applied more rapidly with "quick-action" triples.

To make this plain to you, suppose you were in a crowded opera house and a cry of "fire" was heard, as it recently happened in Chicago. Everybody would make a rush for the front door at once, but as the door would only let so many out at a time, those in the rear would have to wait until those in front got out first, and if it was a bad fire the result would be a horrible catastrophe. This refers to the plain triple.

Now suppose that the opera house was so built that in addition to the regular front entrance there was another big door in the side of the building which opened into a large hall, then when the cry of fire was heard a portion of the audience would escape through the regular front entrance and the others would get out through the side door, thus emptying the burning building so quickly that everybody is saved. This refers to the quick-action triple,

for with the plain triple there is but one way of getting the trainpipe pressure away from the triple piston, and that is through the brake valve (the front door), but with the quick-action triple there is an extra outlet through which the trainpipe pressure can escape when an emergency application is made, and thus cause the brakes on the entire train to be applied in about two seconds. This extra outlet is called the "emergency valve," and will be explained when I describe Plate 5.

The parts contained in the quick-action triple which are not in the plain one, are shown in Plates 2, 3, 4 and 5, and are indicated as follows: The emergency piston is marked 8; the guide for this piston, which also forms a seat for the emergency valve, is marked 9; the emergency valve is 10; the check-valve spring is 12; the check valve is 15, the gasket which separates chamber X from chamber Y is marked 14. This gasket, you will notice, extends clear across the triple, but a portion of it is cut away just over the emergency valve, so that when that valve is unseated, as it is in an emergency application, the air in chamber Y can pass into chamber X and the brake cylinder, and another hole is cut in this same gasket at *e*, so that the trainpipe pressure, which enters the triple at A, can pass freely into chambers *f* and *h*.

PLATE NO. 2—QUICK-ACTION TRIPLE IN RELEASE AND CHARGING POSITION.

The quick-action triple has five positions: release, charging, service, lap and emergency.

Release and charging positions are really one and the same, and are shown in plate 2. While the air is being released from the brake cylinder by way of the ports in the slide valve seat, etc., as previously described in Plate

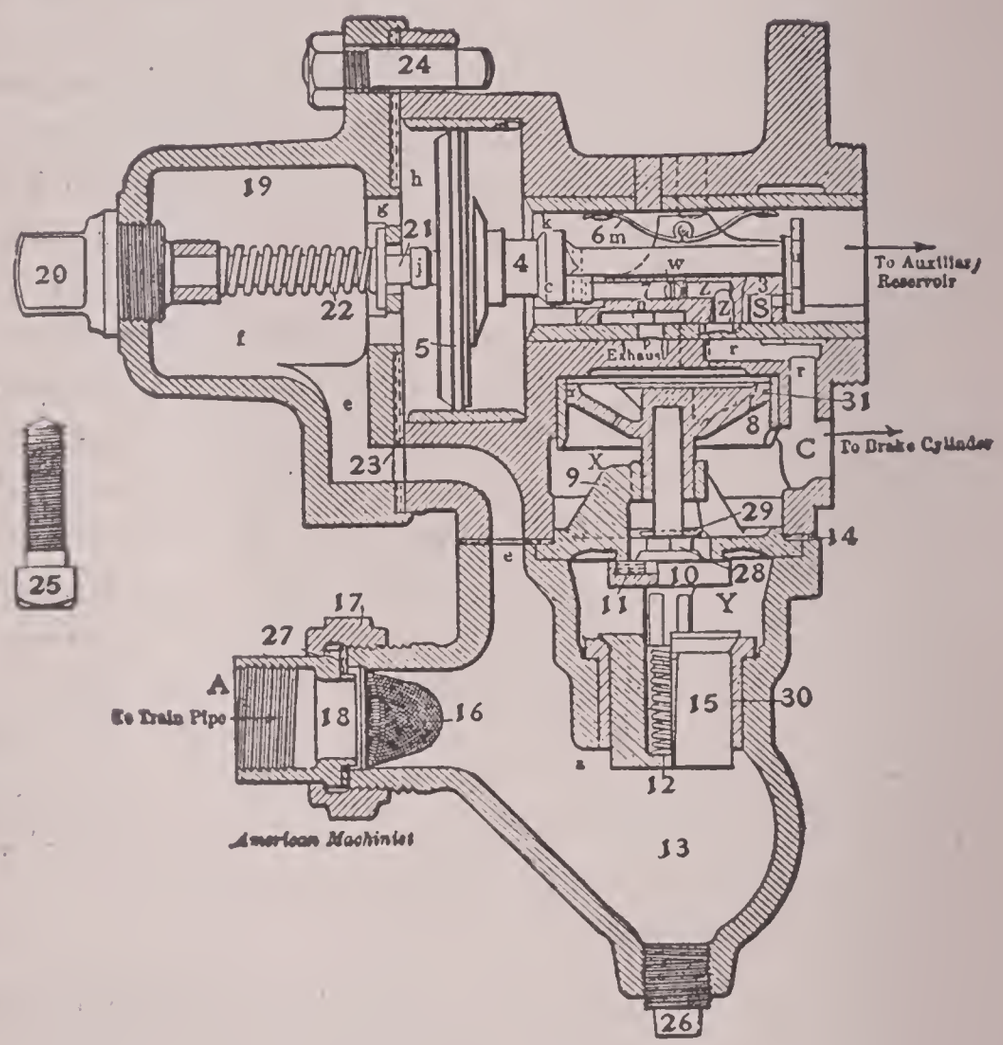


PLATE NO. 3—QUICK-ACTION TRIPLE IN SERVICE POSITION.

DESCRIPTION OF PLATE 3—QUICK-ACTION TRIPLE VALVE, SERVICE POSITION.

A. Trainpipe connection.
B. Auxiliary reservoir connection.
C. Cylinder connection.
3. Slide valve.
4. Triple piston and stem.
5. Triple piston packing ring.
6. U or slide valve spring.
7. Graduating valve.
8. Emergency valve piston.
9. Emergency valve seat and guide.
10. Rubber seated emergency valve.
12. Check valve spring.
14. Check gasket.
15. Check valve.
21. Graduating stem.
22. Graduating spring.
23. Triple gasket.

The feed port, *i*, is now closed.

1, the auxiliary is being charged by way of the feed grooves described in Plate 1 as *m* and *n*, but in Plate 2 they are marked *i* and *k*.

In Plate 2 you will observe that a different set of figures and letters are used from those employed in plate 1, to point out the different ports, etc., but this need not worry you, for, as the poet says, "a rose by any other name would smell just as sweet," and whether you call it cylinder *h*, as in plate 2, or B, as in plate 1, you know that it is the cylinder in which the triple piston moves. So, to clear you up on this point, notice that in plate 2 the trainpipe connection to the triple is marked A, while in plate 1 it is W. Now look at the arrows in plate 2 and you will see that after the air enters the triple at A it passes through a passage in the casing, the same as in plate 1, to a chamber having two openings into the cylinder containing the triple piston, just like plate 1, and from this cylinder the air passes through the same two feed grooves that in plate 1 are marked *m* and *n*, but in plate 2 are marked *i* and *k*, on into the slide-valve chamber, and instead of entering the auxiliary at the pipe connection Y, as in plate 1, it passes right on through the slide-valve chamber into the auxiliary, so you see whether it is a plain or quick-action triple the auxiliary pressure is always on the slide-valve side of the triple piston, and trainpipe pressure is on the opposite side.

Having familiarized yourself with the parts of the triple as described in plate 1, you will see by plate 2 that the same parts are contained in the quick-action triple, and perform the same duties, so that the only difference between the two kinds of triples is the emergency attachment (which I have explained by reference to Figs. 8, 9, 10, 12, 14 and 15), and in charging an auxiliary or releasing a brake the air has to travel the same routes

whether a plain or quick-action triple is used, but in setting the brakes in emergency is where the difference comes in between the two kinds of triples. (See plate 5.)

PLATE 3—SERVICE POSITION OF QUICK-ACTION TRIPLE VALVE.

In this position you will notice that the triple piston has moved in its cylinder until the projection *j* strikes against the graduating stem, which stops it, and in making this movement the stem of the piston has drawn the slide valve to a position which places the port marked *w*, *z*-*z* in register with the port in the seat marked *r*, thus allowing the auxiliary pressure to pass into the brake cylinder through pipe connection C and set the brake. (If this is not perfectly clear to you, read again what I said about setting the brakes in my description of plate 1.)

PLATE 4—LAP POSITION OF QUICK-ACTION TRIPLE

Lap position means that all ports are closed, and the reason why the triple automatically laps itself is due to the fact that when the slide valve is moved to service position the graduating valve is held off its seat at *w* by the triple piston and when the pressure in the auxiliary becomes a little less than trainpipe pressure the piston is forced back by the trainpipe pressure until the graduating valve strikes its seat in the slide valve, and stops the flow of the auxiliary air into the brake cylinder.

The reason the slide valve is not moved when the graduating valve moves is because the auxiliary and trainpipe pressure are so nearly equal that the friction of the slide-valve seat, combined with the tension of the

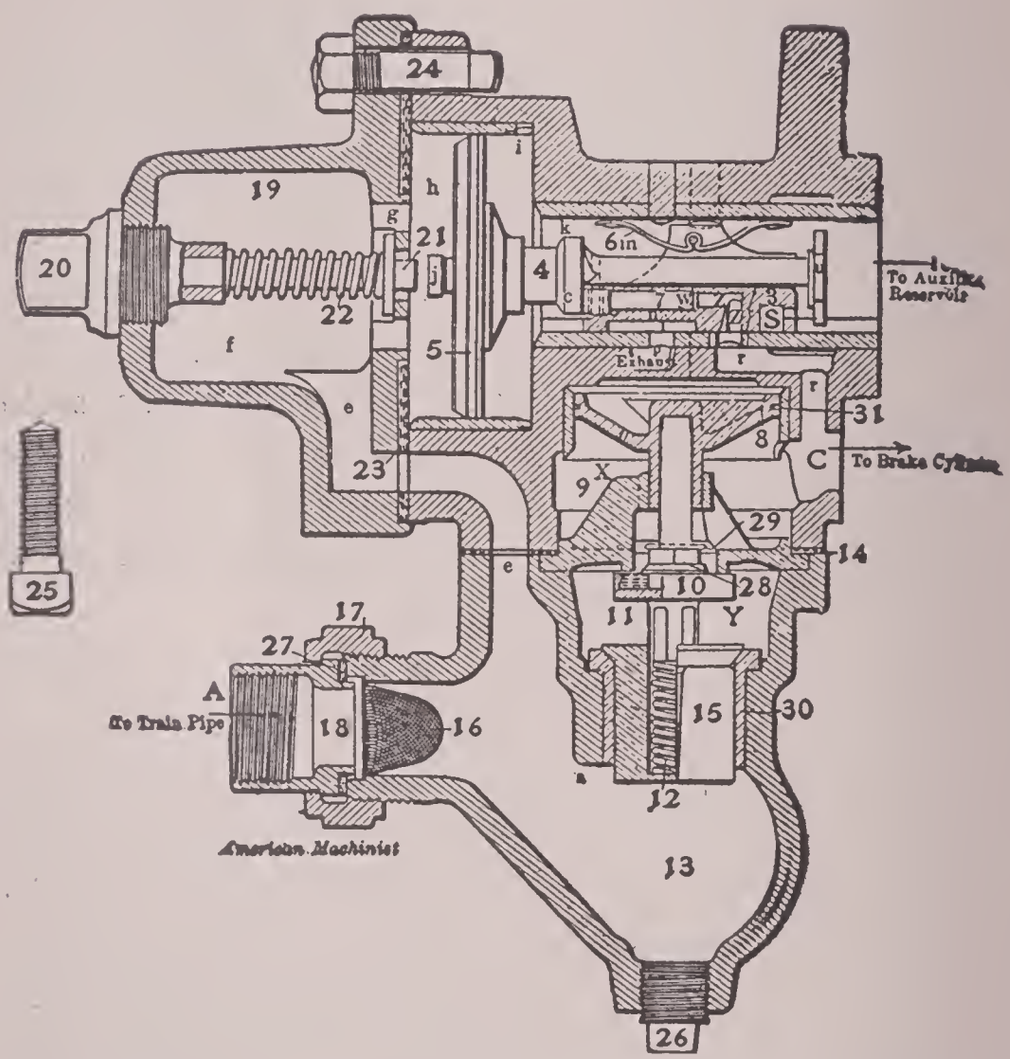


PLATE NO. 4—QUICK-ACTION TRIPLE IN LAP POSITION.

DESCRIPTION OF PLATE 4—QUICK-ACTION TRIPLE VALVE, LAP POSITION.

A. Trainpipe connection.
B. Auxiliary reservoir connection.
C. Cylinder connection.
3. Slide valve.
4. Triple piston and stem.
5. Triple piston packing ring.
6. U or slide valve spring.
7. Graduating valve.
8. Emergency valve piston.
9. Emergency valve seat and guide.
10. Rubber seated emergency valve.
12. Check valve spring.
14. Check gasket.
15. Check valve.
21. Graduating stem.
22. Graduating spring.
23. Triple gasket.
All ports are now closed.

slide valve spring (marked 6, in plate 5), prevents it, and as this keeps the exhaust port closed, and the position of the triple piston keeps feed groove *i* closed, all ports are now closed and the valve is said to be on lap.

Remember, the triple will not lap itself unless the auxiliary pressure has a chance to get lower than trainpipe pressure, which means that if an engineer reduces his trainpipe pressure below the point at which the auxiliary and brake-cylinder pressures equalize, the only means of holding the air in the brake cylinder (aside from the packing leather around the brake piston and the closing of the triple exhaust) is the check valve (15), or the packing ring (30) of the triple piston, for while it is true that the piston would seat against gasket 23, still this gasket so soon becomes hard that it cannot be relied upon to stop the auxiliary pressure from flowing back into the trainpipe.

The reason the check valve has to be depended upon to keep the brake-cylinder pressure from flowing back into the trainpipe, after an extra heavy reduction has been made, is because nine times out of ten the air in chamber Y will reduce as fast as the trainpipe pressure is reduced, on account of the volume in Y being so small that the slightest possible leak in the seat of the check valve will let it out, and after the trainpipe pressure has been drawn down sufficient to allow the auxiliary and brake cylinder to equalize, the leak from chamber Y is supplied by the brake cylinder, for whenever the pressure in Y becomes less than that in the brake cylinder the emergency valve (10) is forced off its seat by the brake-cylinder pressure until it equalizes again with chamber Y, when the spring (12) reseats valve 10, which is done very quickly, consequently if the trainpipe pressure

was entirely exhausted and the check valve leaked very bad the brake cylinder would very quickly be robbed of its pressure, and let the brake off. It is, therefore, very bad practice to ever reduce the trainpipe pressure below the point at which the auxiliary and brake cylinder equalizes, except in an emergency.

In making an emergency application the check valve is raised off its seat 120 times a second.

PLATE 5—EMERGENCY POSITION OF QUICK-ACTION TRIPLE VALVE.

A sudden reduction of trainpipe pressure is necessary to cause the triple to assume emergency position.

When a sudden reduction is made it causes the triple piston (4) to strike the graduating stem (21) such a hammer blow that the graduating spring (22) is unable to stop it from making its full stroke, and as it has now traveled further than it did in service position, the slide valve has also been moved a correspondingly greater distance on its seat, which brings a big slot, or in some triples, a removed corner (not shown) in the slide valve over a port in the seat (indicated by dotted lines behind port Z), and allows the auxiliary pressure to fall on the emergency piston (8), which strikes the stem of valve 10 and forces it from its seat (which is kept closed by spring 12 and the trainpipe pressure in Y), and valve 10 being thus unseated, the air from Y rushes into the brake cylinder.

As all this is done so very quickly that the trainpipe pressure has as yet reduced but very little, the remaining trainpipe pressure forces the check valve up and also rushes into the brake cylinder until it equalizes with what

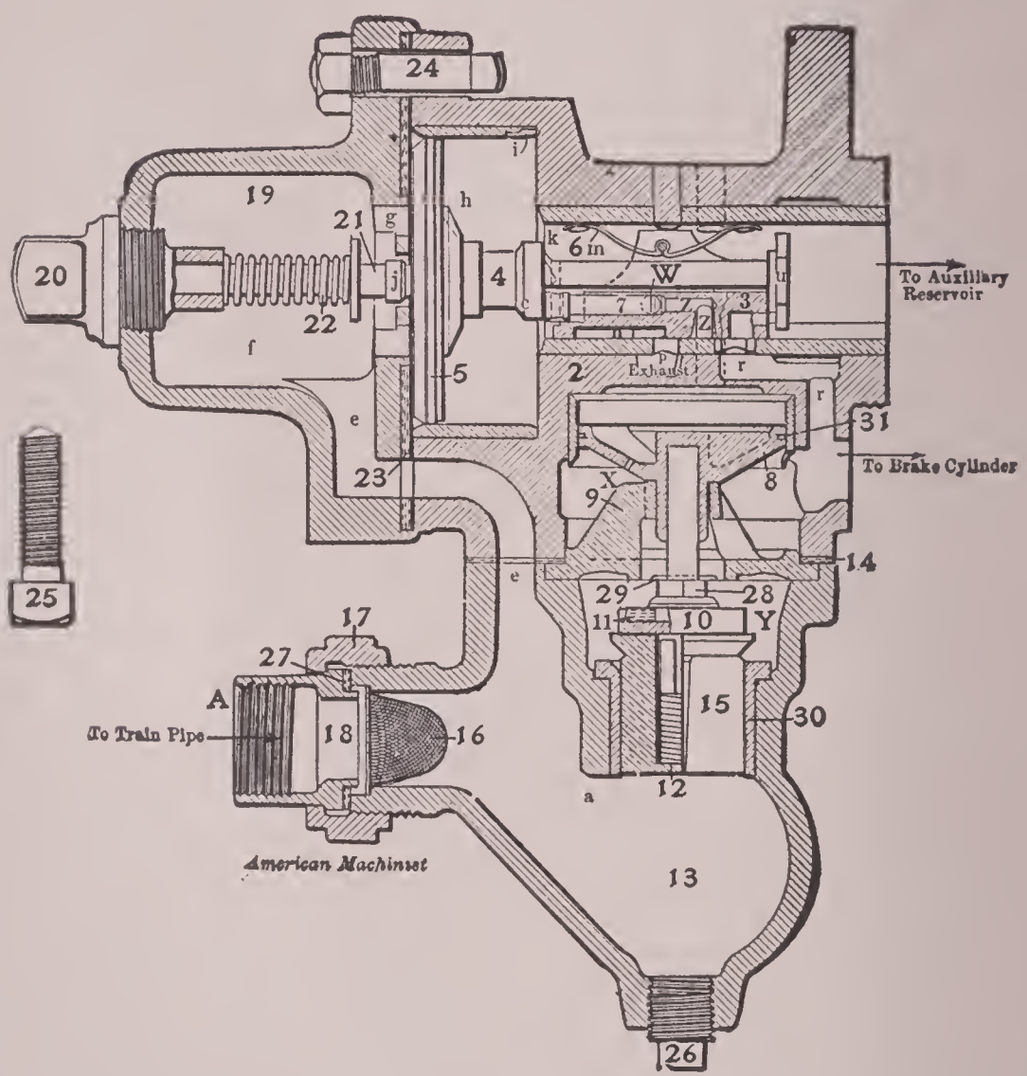


PLATE NO. 5—QUICK-ACTION TRIPLE IN EMERGENCY POSITION.

DESCRIPTION OF PLATE 5—QUICK-ACTION TRIPLE VALVE, EMERGENCY POSITION.

A. Trainpipe connection.
B. Auxiliary reservoir connection.
C. Cylinder connection.
3. Slide valve.
4. Triple piston and stem.
5. Triple piston packing ring.
6. U or slide valve spring.
7. Graduating valve.
8. Emergency valve piston.
9. Emergency valve seat and guide.
10. Rubber seated emergency valve.
12. Check valve spring.
14. Check gasket.
15. Check valve.
21. Graduating stem.
22. Graduating spring.
23. Triple gasket.

is left in the trainpipe, when spring 12 reseats the check valve, preventing the air in the brake cylinder from flowing back into the trainpipe.

At the same time that the big slot in the back of the slide valve reached its position over the port in the seat leading to the emergency piston, another small port in

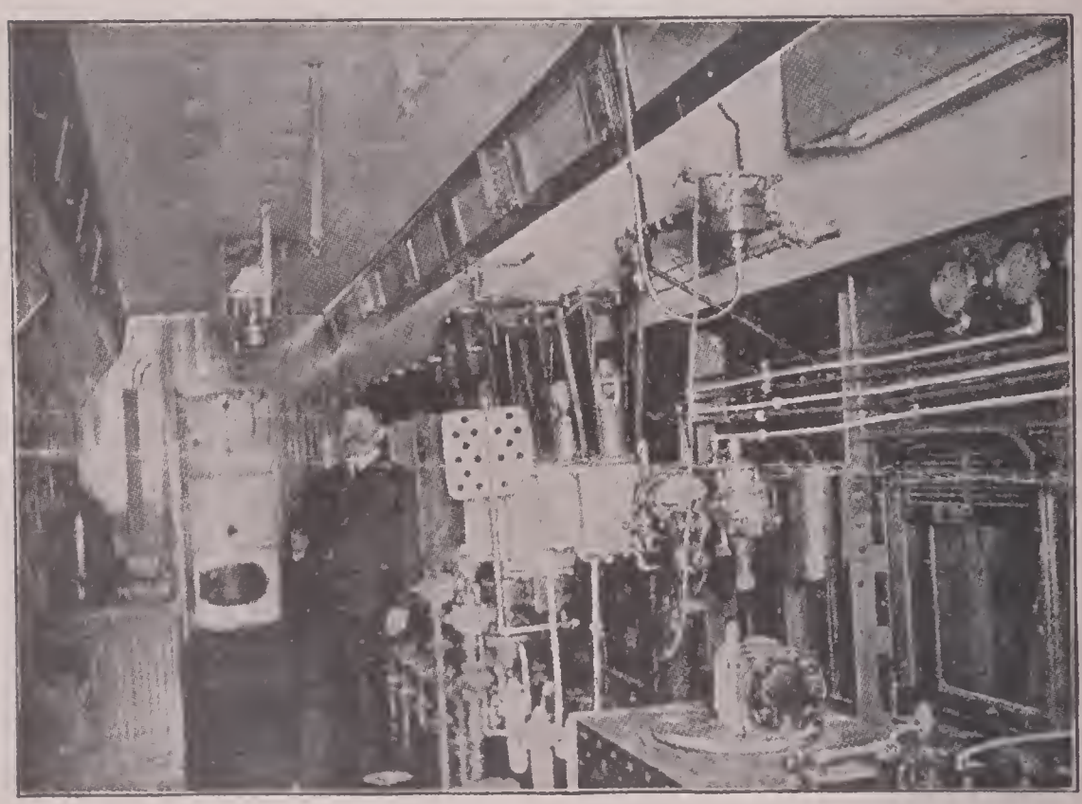


PLATE NO. 6—INTERIOR VIEW OF A MODERN AIR BRAKE INSTRUCTION CAR (CAR NO. 1, DUKESMITH SCHOOL OF AIR BRAKES).

the slide valve, marked S in plate 4, is placed in register with port *r* in the valve seat, taking the place of port Z, which allows the auxiliary pressure to flow into the brake cylinder on top of what went in from the trainpipe.

The opening around the emergency valve is so much larger than port S in the slide valve that virtually no air enters the brake cylinder from the auxiliary until the

check valve closes on the charge received from the trainpipe.

It is this air from the trainpipe that gives the added percentage of brake power after an emergency application; for the air which enters the brake cylinder from the trainpipe has the same effect as shortening the piston travel, because it forces the auxiliary pressure to equalize just that much higher than it would if the brake cylinder was empty when the auxiliary pressure started to flow into it.

On account of the trainpipe pressure having two outlets (one by way of the brake valve, and the other by way of valve 10) when an emergency application is made, it is reduced so suddenly that the next triple is thrown into quick action, because the pressure that was holding that triple to release position immediately rushes back into the empty space just created in the trainpipe by the first reduction, and as it can't be in both places at the same time, the triple is left without sufficient trainpipe pressure to hold it, when the pressure on the auxiliary side of that triple piston drives it to emergency position, which in turn creates a vacancy in the trainpipe on that car which the next car tries to fill, and so on, till all the brakes on the entire train are set in emergency, and it all happens so quick that the triples on a train of fifty cars can be thrown into quick action in about two seconds.

The new passenger triple valve, style L, now being made by the Westinghouse Air Brake Company, is arranged to operate with two auxiliary reservoirs for the purpose of enabling the engineer to gradually release and quickly re-apply the car brakes.

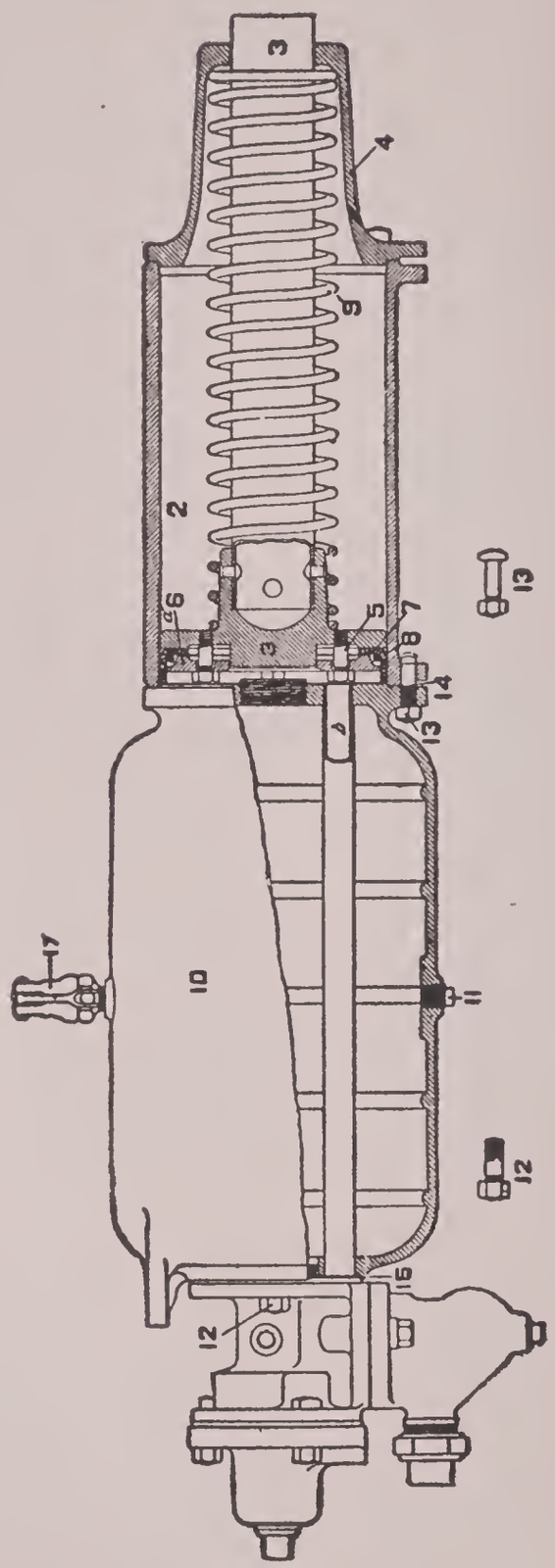


PLATE NO. 7—TRIPLE VALVE, AUXILIARY RESERVOIR AND BRAKE CYLINDER COMBINED.

DESCRIPTION OF PLATE 7—TRIPLE VALVE, AUXILIARY RESERVOIR AND BRAKE CYLINDER.

2. Brake cylinder.
3. Brake piston.
4. Non-pressure head of brake cylinder.
6. Follower.
7. Packing leather.
8. Expansion ring.
9. Release spring.
10. Auxiliary reservoir.
11. Drain plug.
17. Release valve (or bleed cock).
a. Leakage groove.
b. Supply pipe, between triple and cylinder.

PLATE 7—TRIPLE VALVE, AUXILIARY RESERVOIR AND BRAKE CYLINDER COMBINED.

This plate illustrates a freight equipment. The brake cylinder (2) is bolted directly to the auxiliary reservoir (10), and while the supply pipe (*b*) runs through the auxiliary and into the cylinder, still the air in the auxiliary cannot get into the cylinder except by way of the ports in the triple, as previously described, for the left end of pipe *b* is connected with the triple at C, as shown in plate 4.

The gasket between the auxiliary and brake cylinder is not for the purpose of separating them, but is to make the cylinder air-tight at that end, and when the brakes are set the other end of the cylinder is made air-tight by the packing leather (7) around the piston head (3) which is held to its place by the expansion ring (8) and follower (6). Spring 6 is to force the piston back when the air is let out of the cylinder.

To prevent the brakes from setting on account of trainpipe leaks, there is a small leakage groove (*a*) cut in the wall of the cylinder for about three inches from the extreme left end, or pressure head, so that any small amount of air that might be let into the cylinder through the triple, from any cause, would escape to the atmosphere, instead of pushing the piston out, by passing through the leakage groove by the piston head, and out around piston 3.

The Release Valve (17) or "bleeder," is for the purpose of drawing the air from the auxiliary, and when a car is set out, and *especially* when a brake is cut out, the release valve should be held open until all the air in the auxiliary has escaped, for if any air is left in it the brake will again set whenever the trainpipe pressure

is reduced lower than that in the auxiliary. Whenever a brake cannot be released from the engine, but has to be "bled off," either at the auxiliary, or by the release signal valve inside the car, always cut that brake out at the first opportunity and *drain* the auxiliary.

More money is paid out annually by railroad companies on account of freight wrecks caused by bleeding off "stuck" brakes than would pay for a tolerably good railroad, for the reason that where a car is not equipped with a release signal on top, and a brakeman bleeds the auxiliary as the train is pulling out and then climbs aboard, that brake is almost sure to stick again, while the train is moving too fast to allow the brakeman to get at the auxiliary bleed cock, and as a consequence the wheels are either flattened, draw-heads pulled out, train stalled, or the wheels become overheated, so that they burst and wreck the train. Where cars are equipped with the new release signal the brakeman can keep a brake off that is inclined to stick, until the train is in a safe position to allow him to get down and cut the brake out.

If the auxiliary release valve leaks and it cannot be stopped by one or two quick jerks, to dislodge the dirt that is causing it to leak, cut the brake out, as no air can accumulate in the auxiliary, making that brake worthless, and the leak is drawing air from the train-pipe, which affects the rest of the brakes. Should the release valve become clogged so that no air could be drawn through it, you can remove the drain plug (11) in the under side of the auxiliary. This plug will not have to be removed, of course, where a car is equipped with the release signal as the brake cylinder can be emptied independent of the action of the triple, by simply opening the valve of the release signal.

PLATE 8—PRESSURE-RETAINING VALVE.

Many enginemen and trainmen utterly fail to realize the importance of this little device, and in view of the wonderful aid it is to handling trains down heavy grades, it is surprising that, by the average man, it is less understood than almost any part of the equipment.

A true story is told of an engineer who had just made a stop at the foot of a heavy grade on which the brakeman had turned up a few "retainers," and just as he was about to pull out, the brakeman asked if he should turn the retainers down, when the engineer "hollered" back, "No, you needn't mind, I can kick 'em off with my brake valve."

Now let us see if he could kick them off. In the first place a retaining valve, as the name implies, is for the purpose of retaining a certain amount of pressure in the brake cylinder after the triple valve has been moved to release position. It is simply a cork for the triple exhaust, and when you look at plate 8 you will readily understand this.

Into the triple exhaust a small pipe is attached and extends from the triple to the top of the car at the end where the hand-brake staff is, and onto this pipe is attached the retaining valve at the connection marked X. The handle (5) controls a plug (6) similar to the cut-out plug (13) in the plain triple. When the handle is turned as you see it in plate 8, port *c* through the plug is in register with port *b-b,* and the air which comes from the triple exhaust is forced against the seat of the valve 4, which raises and allows the pressure to escape to the atmosphere through port *d*. As port *d* is controlled by valve 4, the air will exhaust only while this

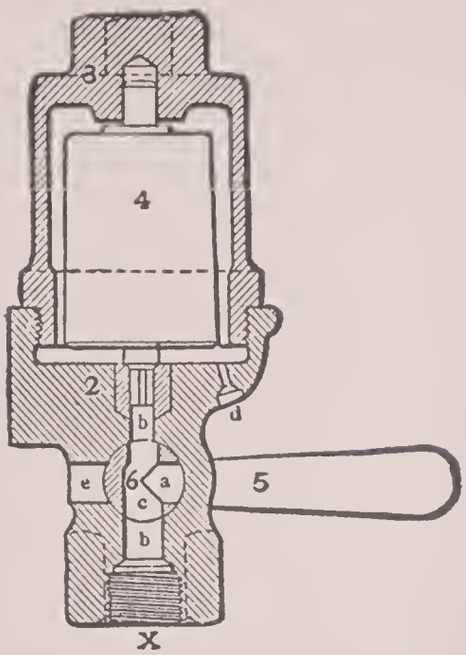


PLATE NO. 8—PRESSURE-RETAINING VALVE.

DESCRIPTION OF PLATE 8—PRESSURE-RETAINING VALVE, IN RETAINING POSITION.

X. Triple exhaust connection.
4. Retaining valve weight.
5. Handle.
6. Cut-out plug.

valve is up, and as the weight of the valve, combined with the size of the ports, requires a pressure of fifteen pounds to keep it up, just as soon as the pressure in the brake cylinder has been reduced to a fraction less than fifteen pounds to the square inch, the valve will seat and retain the remaining pressure in the brake cylinder until the handle is turned down. When the handle is turned down it brings port *a* in register with the lower part of *b*, and port *c* is turned to register with port *e*, and thereby allows all the air in the brake cylinder to escape to the atmosphere.

Therefore if the handle of the retainer is kept turned down the engineer can release the brakes from the engine, but if the handle is turned up (unless the brake leaks off) it will stay set until the handle is turned down.

Retainers were formerly made to hold only ten pounds in the brake cylinder, but are now made to hold fifteen or fifty pounds.

With the retainer handle turned up, the second application of the brakes will give a much higher brake-cylinder pressure, if the auxiliary has been allowed time enough to recharge, because the pressure that is already in the cylinder will force the auxiliary to equalize much higher than it would if the cylinder was empty to start with (in the same manner that the emergency application causes an added pressure on account of the trainpipe pressure entering the cylinder before the auxiliary pressure has a chance to get in). For this reason it is best to apply the brakes and recharge the auxiliaries as soon as possible after passing the summit of a mountain grade, and besides it gives an increased reserve of brake power.

THE "K" TYPE FREIGHT TRIPLE VALVE.

The Westinghouse and Dukesmith Air Brake Companies have recently brought out many improvements in air brake equipment, one of the most important of which consists of what is known as the "K" type triple valve. As the air brake art, like all other branches of knowledge, is continually advancing in order to keep pace with the world's progress it naturally follows that these changes call for new instruction, and the reader must bear in mind that when he fails to find just the information he desires on any new device he should immediately write to the Dukesmith School of Air Brakes, Pittsburg, Penn.

The "K" type triple valve differs from the standard quick action triple valve in three particulars: First, it allows a small amount of train pipe pressure to be vented into the brake cylinder when a service application is made, regardless of the location of the triple in the train. Second, it automatically retards the release of the brake cylinder pressure when the K triple is located within thirty cars from the engine. Third, it retards the charging of the auxiliary reservoir when the K triple is located within thirty cars from the engine.

By venting a small amount of train pipe pressure into the brake cylinder during a service application, it produces a much higher breaking power than is produced by the standard quick action triple, and this feature is primarily intended to cause the brakes throughout the train to be applied as nearly uniform as possible. The uniformity of application and release was the point in view when this triple was made and the increased brake

power was merely incidental, in fact, in view of the many old style quick action triples which are now in use, it would be preferable if the uniform application could be secured without having to apply the brakes harder in service with this triple than with the old style quick action triple.

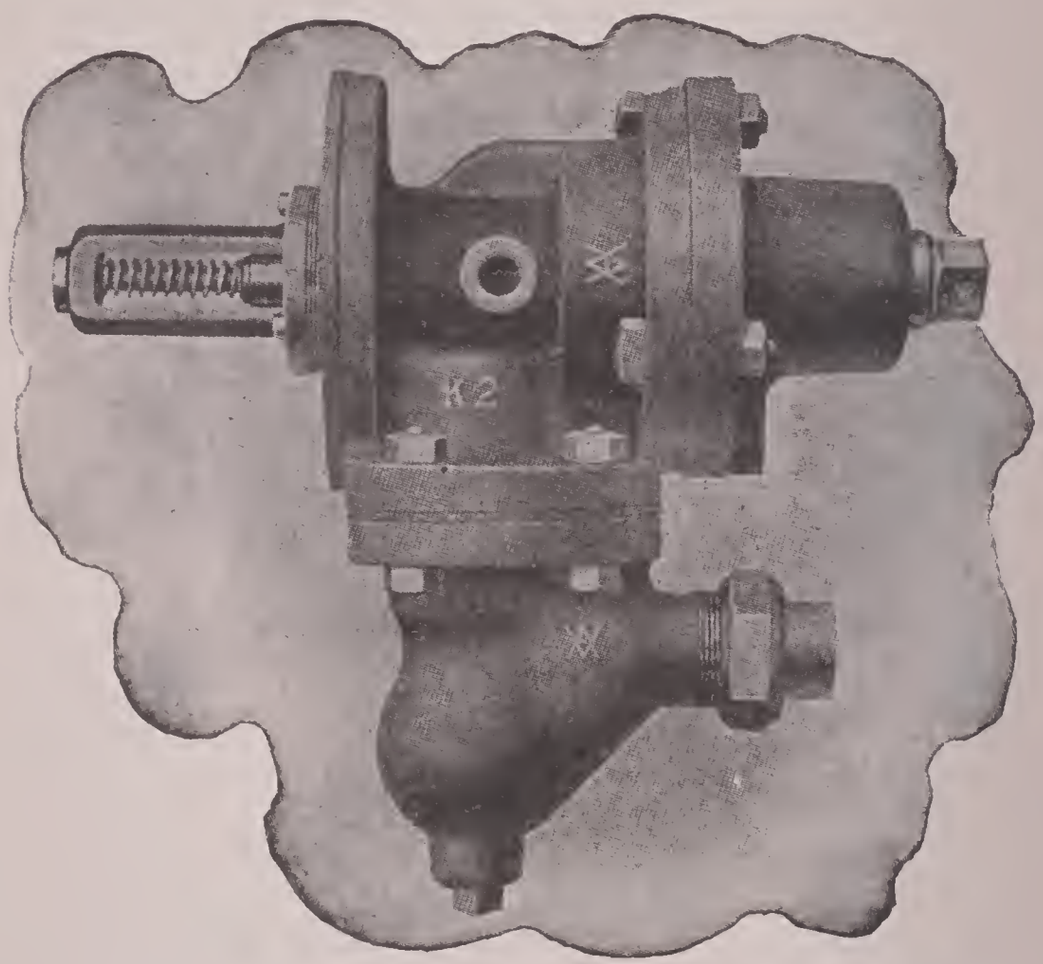


PLATE NO. 9—THE TYPE "K" FREIGHT TRIPLE VALVE.

The retarding of the brake cylinder pressure is produced by holding the brakes applied on the head end of the train until the rear end brakes have had a chance to release, and as the force of the train pipe pressure would be materially decreased if the auxiliary feed groove in the triples on the head end of the train were

wide open, it was therefore necessary to temporarily choke the feed groove on the head cars so that the trainpipe pressure instead of rushing into the auxiliary will have to keep moving toward the rear end of the train, thereby driving those triple pistons to release position before the pressure in the trainpipe has had a chance to expand into the auxiliary reservoir.

The choking of the triple feed groove on the head cars is produced by the trainpipe pressure overcoming the retarding spring in the triple, thereby moving the piston beyond the normal position, which closes the regular feed groove and allows the auxiliary to receive trainpipe pressure by way of a restricted opening through the slide valve. The latest type of K triple has a restricted feed groove on the back of the piston, doing away with port 1.

The importance of this restricting of the feed groove will be easily understood when it is remembered that with the ordinary Westinghouse Automatic Engine Equipment on a 50-car train with a 50,000 cubic inch main reservoir, a 9½-inch pump carrying a 70-pound train line pressure and a 100-pound main reservoir pressure, after a trainpipe reduction of 20 pounds, when the handle of the brake valve is thrown to full release position it will raise the trainpipe pressure in ten seconds to about 78 pounds on the first car, 57 pounds on the 25th car and only 53 pounds on the last car. Consequently if the head brakes were allowed to release immediately when the handle was thrown to release position, the result would be that the rear brakes would either give the train a fearful shock or else pull it in two.

The new valve is at present manufactured in two sizes, the "K-1" for use with 8-inch freight-car brake cylinders,

corresponding with the H-1 (F-36), and the "K-2" with 10-inch freight-car brake cylinders, corresponding with the H-2 (H-49). The K-1 will bolt to the same reservoir as the F-36, and the K-2 as the H-49. Each valve is marked with its designation on the side of the valve body, and the K-2 may be distinguished from the K-1 by the fact that it has *three,* as compared with *two,* bolt holes in the reservoir flange. Also, in order to distinguish the type K valves from the old standard type, their exterior being similar when they are attached to the auxiliary reservoir, a lug is cast on the top of the valve body, as shown in Plate 9. This enables anyone to locate them at once. With the K-2-A triple the retarding Spring is contained inside of triple casing, thereby avoiding the danger of having it broken off.

Plate 10 is a vertical cross section of the K-2 triple valve, and the names of the various parts are as follows:

2, Valve Body; 3, Slide Valve; 4, Piston; 5, Piston-Packing Ring; 6, Slide-Valve Spring; 7, Graduating Valve; 8, Emergency Piston; 9, Emergency-Valve Seat; 10, Emergency Valve; 11, Emergency-Valve Rubber Seat; 12, Check-Valve Spring; 13, Check-Valve Case; 14, Check-Valve-Case Gasket; 15, Check Valve; 16, Air Strainer; 17, Union Nut; 18, Union Swivel; 19, Cylinder Cap; 20, Graduating-Stem Nut; 21, Graduating Stem; 22, Graduating Spring; 23, Cylinder-Cap Gasket; 24, Bolt and Nut; 25, Triple-Valve Cap Screw; 26, Drain Plug; 27, Union Gasket; 28, Emergency-Valve Nut; 29, Retarding-Device Bracket; 30, Retarding-Device Screw; 31, Retarding-Device Stem; 32, Retarding-Device Washer; 33, Retarding-Device Spring; 34, Retarding-Device-Stem Pin; 35, Graduating-Valve Spring.

Plate 11 shows the relative position of the ports and

cavities in the slide valve, graduating valve, and slide-valve seat of the K-2 Triple Valve. As it is difficult to show all of these in a single section, diagrammatic cuts of the valve in each of the principal positions have been used, all ports and passages having been so arranged as to place them in one plane. In preparing these cuts, the actual proportion and mechanical construction of the valve has been disregarded for the purpose of making the connections of ports, and operation, more easily understood.

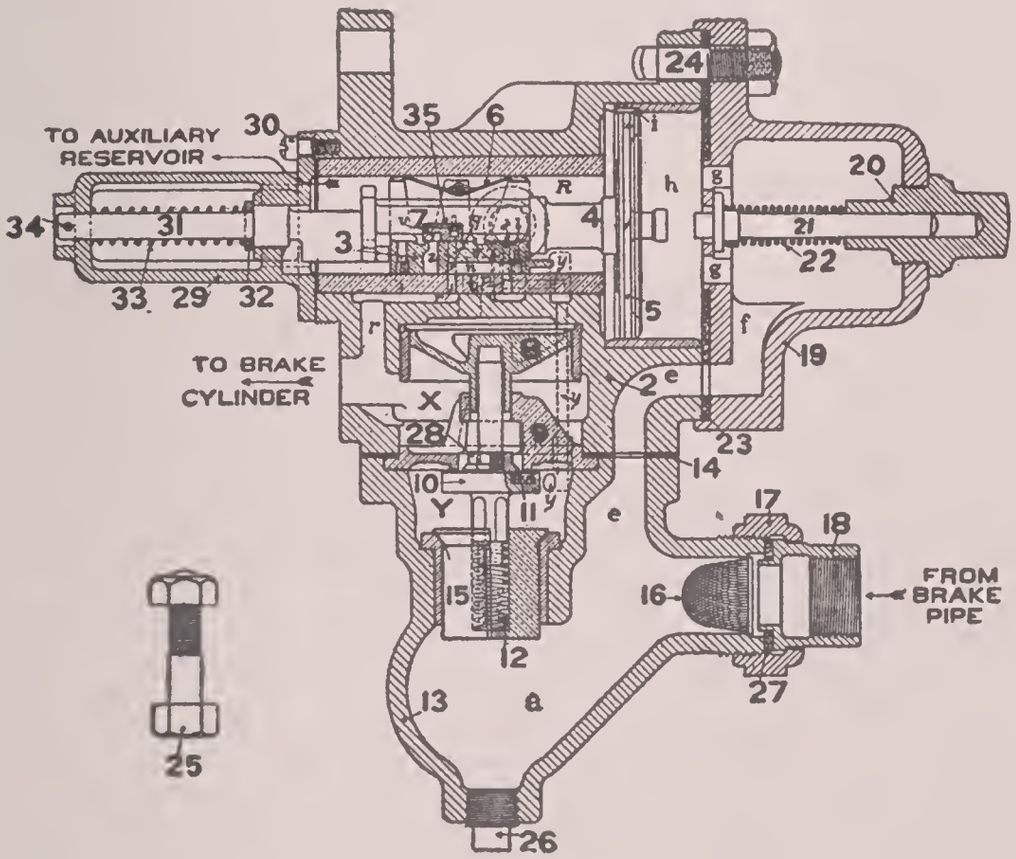


PLATE NO. 10—THE K-2 TRIPLE VALVE.

The retarding groove in the exhaust cavity of the slide valve has now been changed to a round port, in order to insure the opening of that port when the triple is in Retarded Release position.

EXPLANATION OF PLATES 10 AND 11.

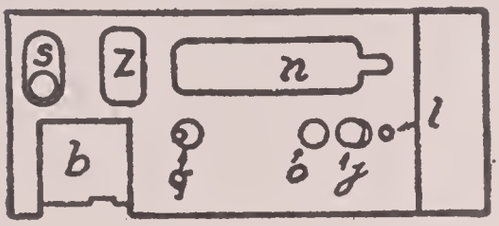
Referring to Plate 10, the branch from the brake pipe connects at union swivel 18. The retarding-device bracket 29 projects into the auxiliary reservoir, and by its construction free communication exists between the auxiliary reservoir and chamber R, in which the slide-valve 3 and graduating valve 7 operate. The retarding-device stem 31, through its extension into chamber R, and the action of its spring 33, forms the stop against which the stem of piston 4 strikes when it moves to the release position (from right to left in the cut, it being shown in full-release position).

The opening marked "To Brake Cylinder" comes opposite one end of the tube which leads through the auxiliary reservoir to the brake cylinder, when the valve is bolted in place on the end of the auxiliary reservoir. This opening in the triple valve leads to chamber X over the emergency valve 10, and under the emergency piston 8. Also, it leads through port *r* to the seat under slide valve 3 (Plate 11). The emergency piston 8 and the parts below it are the same as in the older quick-action freight triple valve. Port *y* (shown by dotted lines) connects chamber Y, between check valve 12 and emergency valve 10, with port *y* in the valve seat (Plate 11).

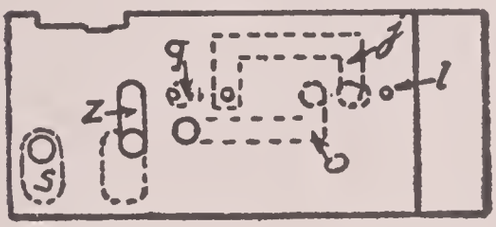
Port *t* connects the slide-valve seat with the chamber above emergency piston 8. Port *p* is the exhaust port to the atmosphere. Port *j* in the slide valve begins at the face, as shown by the top view, Plate 11, and passes around other ports in the valve to a smaller opening in the top. (NOTE:—This port *j* does not exist in the K-1 Triple Valve, as will be explained later.) Port *o* is sim-

FACE VIEW

GRADUATING VALVE.

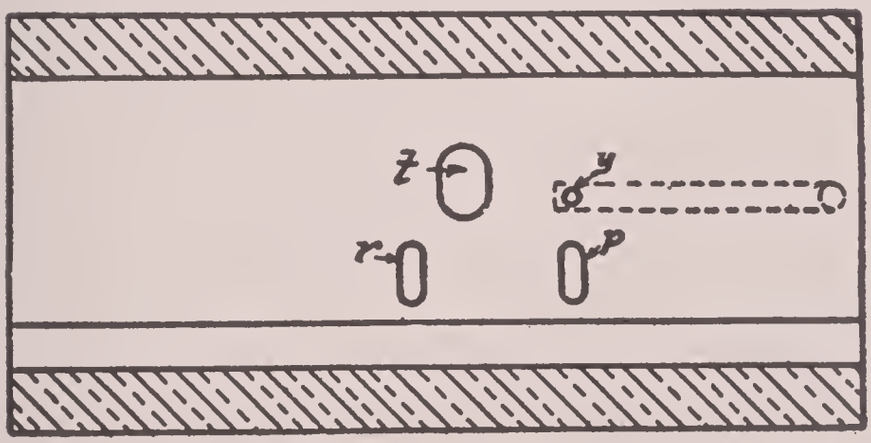


FACE VIEW



TOP VIEW

SLIDE VALVE.



SLIDE VALVE BUSH.

PLATE 11—SLIDE VALVE, GRADUATING VALVE, AND SLIDE-VALVE SEAT OF K-2 TRIPLE VALVE.

NOTE.—The latest type K triple does not have port 1, but has a groove on the back of the piston as a feed groove for retarded charge-up.

ilarly arranged, except that openings in top and bottom are alike in size. Port *q* runs directly through the slide valve, but is smaller at the top than at the face of the valve, and the smaller part is out of center with the larger part. Ports *s* and *z* run through the valve and connect with cavities in the face; port *z* also has a cavity at the top.

The face view of the graduating valve shows that it has a small cavity *v*. This valve is of the slide-valve type, and it seats on the top of the slide valve, where it controls the upper ends of ports *z*, *q*, *o*, and *j*. The purpose of the cavity *v* is to connect the upper ends of ports *o* and *q* in a service application, as explained in detail later.

As shown by the face view of the slide valve, *n* is a long cavity having a narrow extension at the right hand end. This cavity connects the ports through which the air escapes from the brake cylinder in releasing. Port *b* is cut diagonally from the face till it just cuts into edge, at the top of the slide valve. It admits auxiliary-reservoir pressure to port *t* in an emergency application.

With this explanation, and by occasional reference from the diagrammatic views to those in Plate 11, the same ports being lettered alike, a clear understanding will be obtained of both the operation and actual arrangement of ports of the triple valves.

FULL RELEASE AND CHARGING POSITION.

Plate 12 is a diagrammatic view of the triple valve in this position. Air from the trainpipe flows through passage *e*, cylinder cap *f*, and ports *g* to chamber *h*; thence through feed groove, *i*, now open, to chamber R above the slide valve, which is always in free communi-

cation with the auxiliary reservoir. The feed groove *i* is of the same dimension as that of the old standard H-1 (F 36) triple valve, which is designed to properly charge the auxiliary reservoir of an 8-inch brake cylinder, and prevent any appreciable amount of air from feeding back into the trainpipe from the auxiliary reservoir during an application. For this reason, the feed groove of the

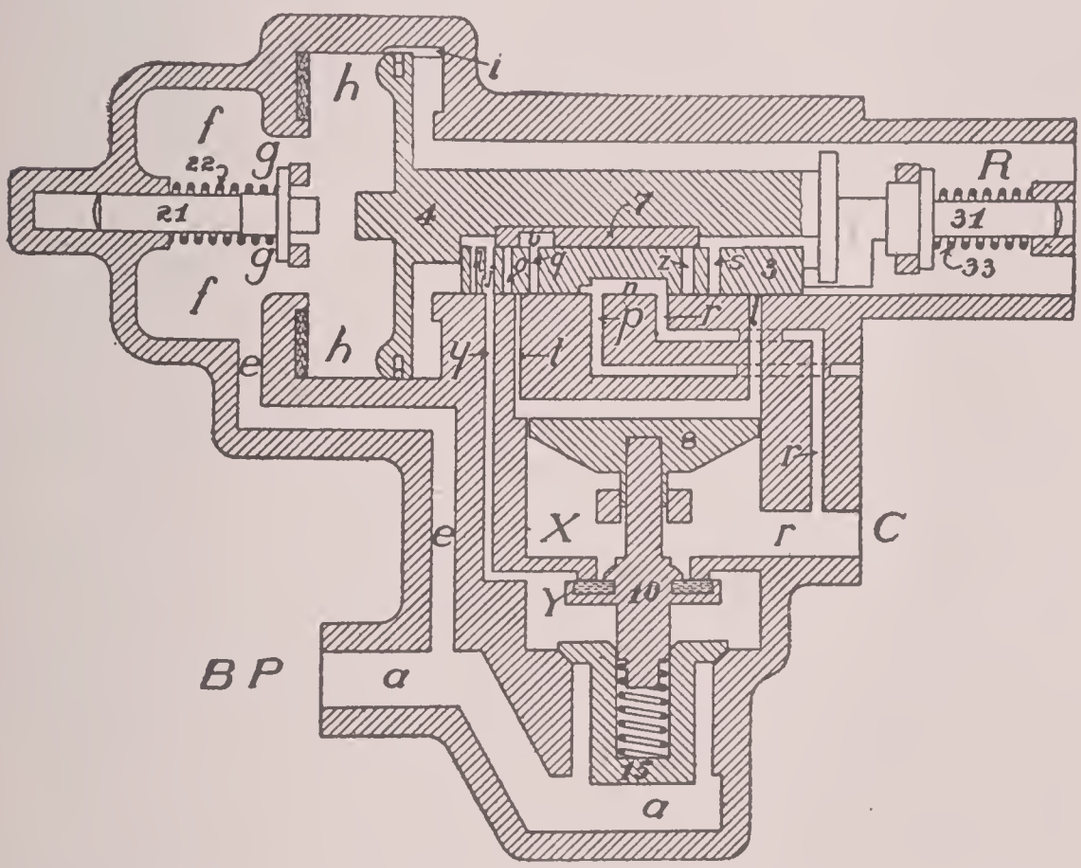


PLATE 12—K-2 TRIPLE—FULL-RELEASE AND CHARGING POSITION.

K-2 triple valve is made the same size as the K-1, so that it is necessary in the K-2 triple to increase the charging port area, through which the air can feed into the auxiliary reservoir, sufficiently to enable it to handle the greater volume of the auxiliary reservoir of a 10-inch brake cylinder. In order to do this, the small port *j* is added to the slide valve of the K-2 triple valve only; this

port registers with port *y* in the slide-valve seat, when in the full release position. Air then passes from chamber Y, through ports *y* and *j* to chamber R, and the auxiliary reservoir. Trainpipe air in *a* raises check valve 15 and supplies chamber Y with air as fast as it is required. Port *j* is so proportioned that the rate of charging the auxiliary reservoir of a 10-inch brake cylinder is made practically the same as that of the 8-inch, which in full release is fed through the feed groove *i* only. In the following description, the K-2 triple valve only is referred to; the operation of the K-1 is exactly the same except for the absence of port *j*.

Air flows from the trainpipe to the auxiliary reservoir until their pressures become equal, when the latter is then fully charged.

QUICK-SERVICE POSITION.

To make a service application of the brakes, air pressure is gradually reduced in the trainpipe, and thereby in chamber *h*. As soon as the remaining pressure in the auxiliary reservoir and chamber R becomes enough greater than that in chamber *h*, to overcome the friction of the piston 4 and graduating valve 7, these two move to the left until the shoulder on the end of the piston stem strikes against the right-hand end of the slide valve, when it also is moved to the left until the piston strikes the graduating stem, 21, which is held in its place by the compression of the graduating spring, 22. The parts of the valve are then in position shown in Plate 13. The first movement of the piston closes the feed groove *i*, preventing air from feeding back into the trainpipe from the auxiliary reservoir, and also opens the upper end of port *z* in the slide valve, while the movement of the lat-

ter closes the connection between port *r* and the exhaust port *p*, and brings port *z* into partial registration with port *r*, in the slide valve seat. Auxiliary reservoir pressure then flows through port *z* in the slide valve and port *r* in the seat to the brake cylinder.

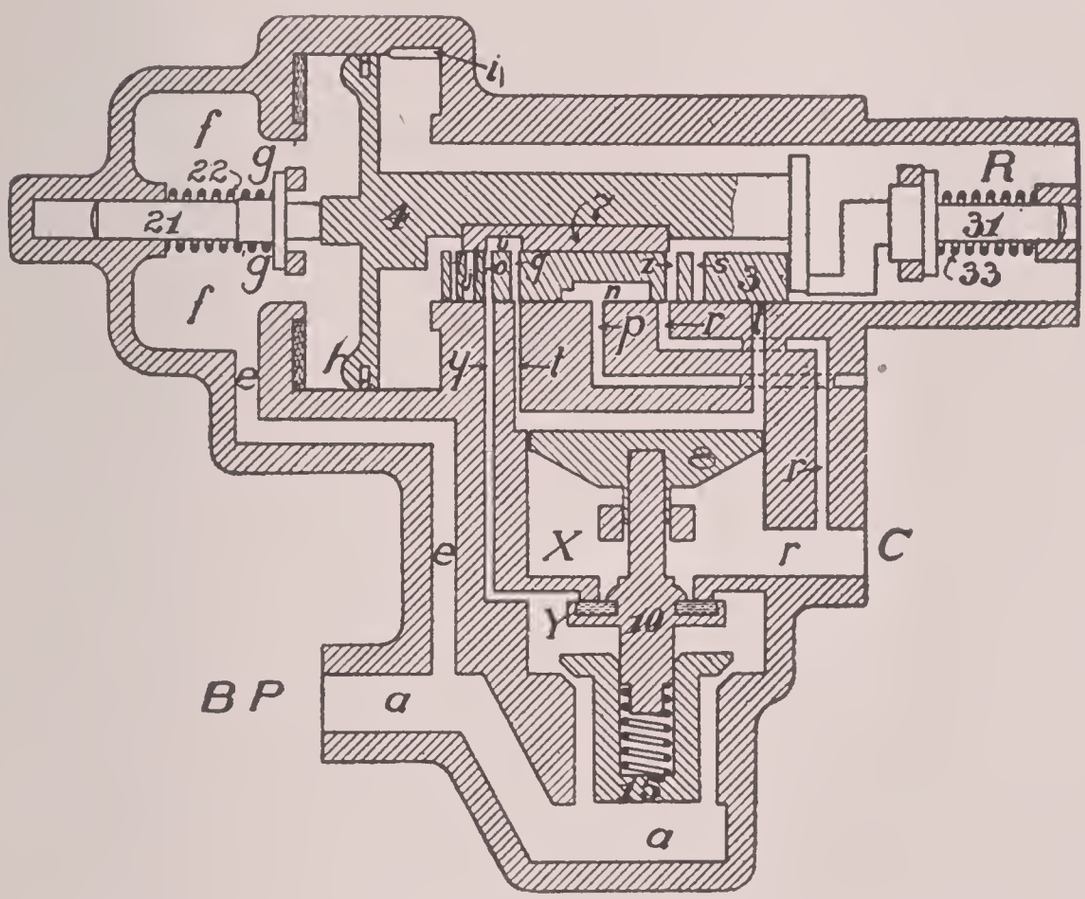


PLATE NO. 13—K-2 TRIPLE—QUICK SERVICE POSITION.

At the same time, the first movement of the graduating valve connected the two ports *o* and *q* in the slide valve, by the cavity *v* in the graduating valve, and the movement of the slide valve brought port *o* to register with port *y* in the slide valve seat, and port *q* with port *t*. Consequently the air pressure in chamber Y flows through ports *y*, *o*, *v*, *q* and *t*, thence around the emergency piston 8, which fits loosely in its cylinder, to cham-

ber X and the brake cylinder. When the pressure in chamber Y has reduced below the trainpipe pressure remaining in *a*, the check valve raises and allows trainpipe air to flow by the check valve and through the ports above mentioned to the brake cylinders. The size of these ports is so proportioned that the flow of air from the trainpipe to the top of emergency piston 8, is not sufficient to force the latter downward and thus cause an emergency application, but at the same time takes considerable air from the trainpipe, thus increasing the rapidity with which the trainpipe reduction travels through the train.

With the ordinary quick action triple valve in a service application, all of the trainpipe reduction has to be made at the brake valve, and the resulting drop in pressure passes back through the train at a rate depending on its length, size of trainpipe, number of bends and corners, etc., which cause friction and resistance; also a much heavier application of head than of rear brakes is caused at the beginning of the application, thereby running the slack in, which is liable at low speeds to be followed by the slack running out suddenly when the rear brakes do apply, causing loss of time and difficulty in making quick slow downs and accurate stops, and, with very long trains, results in such serious losses through leakage grooves and feed grooves as to lose much braking power and even prevent some brakes from applying. With this new triple valve, only a small part of the reduction is made at the brake valve, while each triple acts momentarily as a brake valve to increase the reduction under each car, thereby rendering the resistance and friction in the trainpipe of much less effect, and hastening the application throughout the train.

This is called the "Quick-Service" feature, and by means of it the rapidity of a full service application on a 50-car train is increased about fifty per cent. The rapid reduction of trainpipe pressure moves the main piston 4 quickly to the service position and cuts off any flow back from the auxiliary reservoir through the feed groove to the trainpipe; it rapidly drives the brake-cylinder piston beyond the leakage groove, and prevents loss of air through it; and yet permits applying with as moderate a brake force as desired. It also greatly reduces the trainpipe reduction necessary at the brake valve for a certain brake-cylinder pressure, due to the fact (1) that part of the reduction takes place at each triple valve and (2) that the air taken from the trainpipe into the brake cylinder gives a little higher pressure than if the auxiliary-reservoir pressure alone were admitted, thus requiring a smaller trainpipe reduction for the same cylinder pressure.

FULL-SERVICE POSITION

With short trains, the trainpipe volume, being comparatively small, will reduce more rapidly for a certain reduction at the brake valve than with long trains. Under such circumstances the added reduction at each triple valve by the quick-service feature, might bring about so rapid a trainpipe reduction as to cause quick action and an emergency application, when only a light application was intended. (The emergency application is explained later.) But this is automatically prevented by the triple valve itself. By Plate 13, it will be noted that in the quick-service position, port *z* in the slide valve and port *r* in the seat do not fully register. Nevertheless, the opening is sufficient to allow the air to flow

from the auxiliary reservoir to the brake-cylinder with sufficient rapidity to reduce the pressure in the auxiliary reservoir as fast as the pressure is reducing in the trainpipe, when the train is of considerable length. But if the trainpipe reduction is more rapid than that of the auxiliary, the difference in pressures on the two sides of piston 4 soon becomes sufficient to slightly compress the

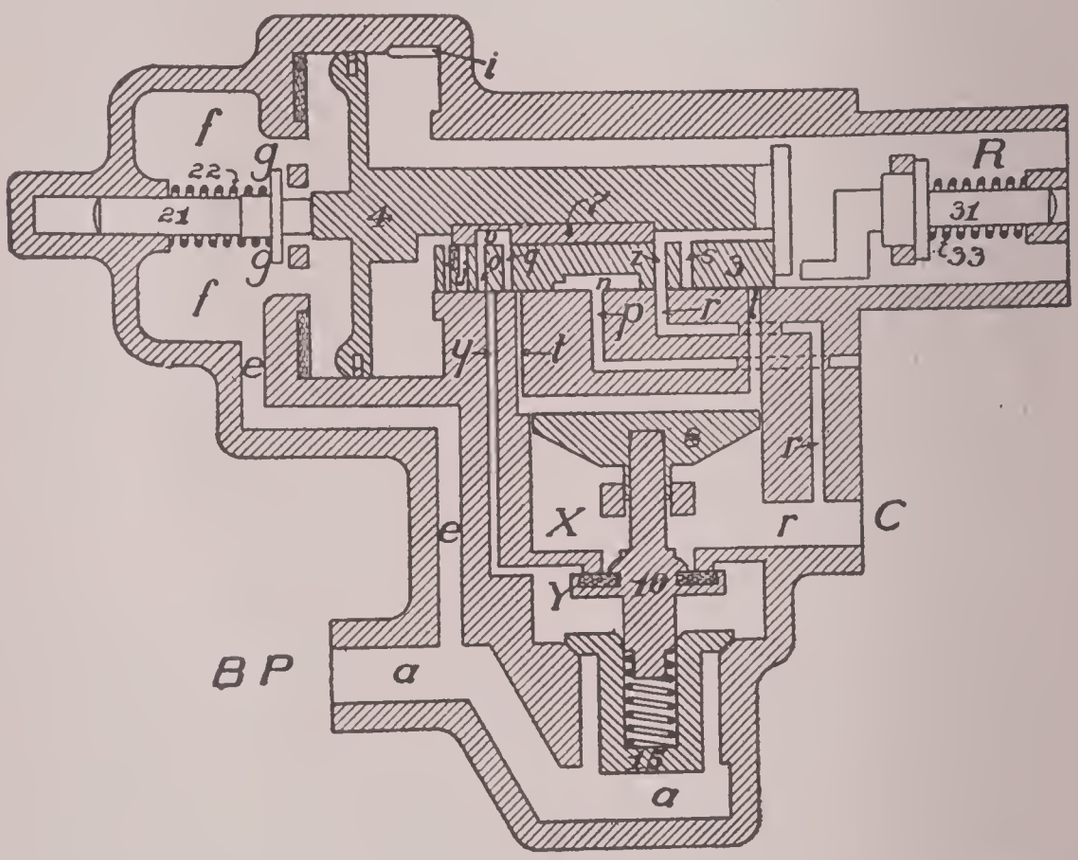


PLATE NO. 14—K-2 TRIPLE—FULL SERVICE POSITION.

graduating spring, and move the slide valve to the position shown in Plate 14, called *"Full Service."* In this position, quick service port *y* is closed, so that no air flows from the trainpipe to the brake cylinder; the trainpipe reduction being sufficiently rapid, there is no

need of the additional quick-service reduction, so the triple valve cuts it out. Also, ports *z* and *r* are fully open, and allow the auxiliary-reservoir pressure to reduce more rapidly, so as to keep pace with the more rapid train-pipe reduction.

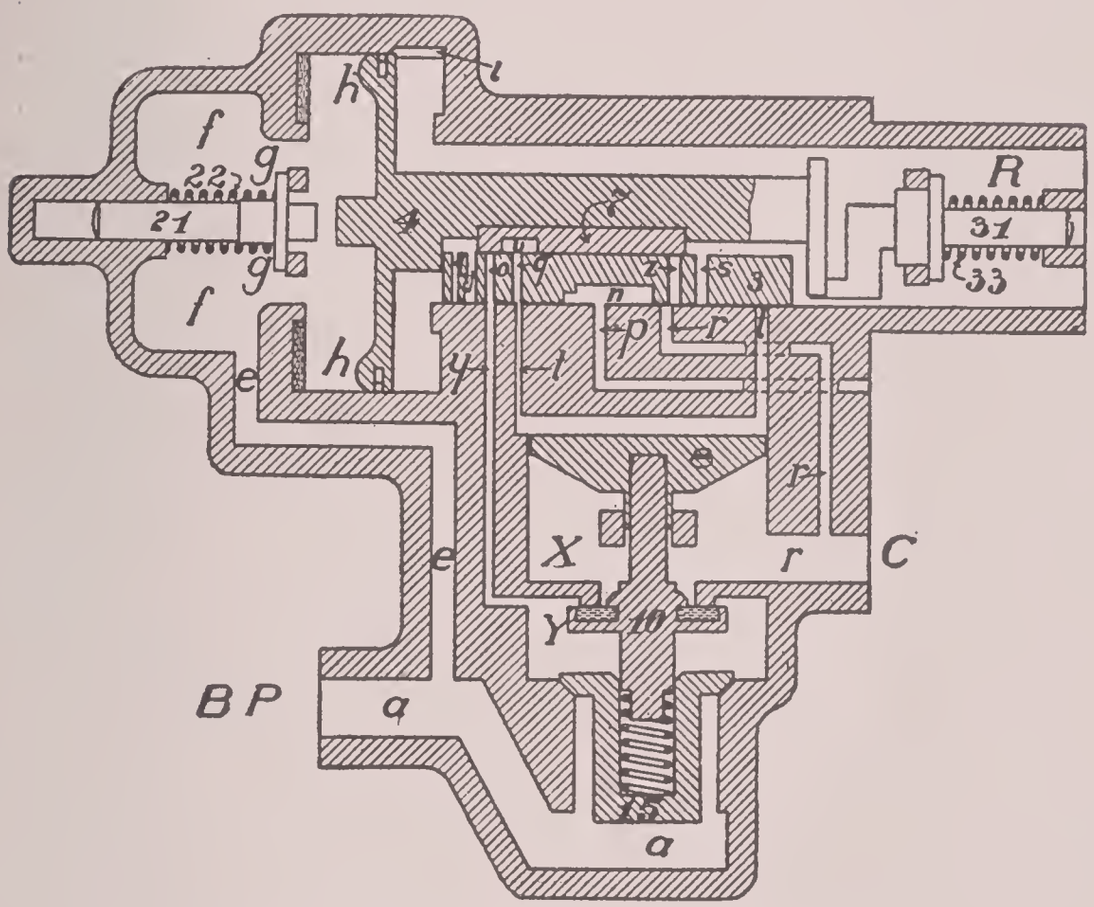


PLATE NO. 15—K-2 TRIPLE—LAP POSITION.

LAP POSITION

When the trainpipe reduction ceases, air continues to flow from the auxiliary reservoir through ports *z* and *r* to the brake cylinder, until the pressure in the chamber R becomes enough less than that of the trainpipe to cause piston 4 and graduating valve 7 to move to the right until the shoulder on the piston stem strikes the

left-hand end of slide valve 3. As the friction of piston and graduating valve is much less than that of the slide valve, the difference in pressure which will move the piston and the graduating valve, will not be sufficient to move all three; consequently, the piston stops in the position shown in Plate 15. This movement has caused the graduating valve to close port *z*, thus cutting off any further flow of air from the auxiliary reservoir to the brake cylinder. Consequently, no further change in air pressures can occur, and this position is called "Lap," because all ports are *lapped*,—that is, closed.

If it is desired to make a heavier application, a further reduction of the trainpipe pressure is made, and the operation described above repeated, until the auxiliary reservoir and brake cylinder pressures become equal, after which any further trainpipe reduction is only a waste of air. About twenty pounds trainpipe reduction will give this equalization.

RETARDED RELEASE AND CHARGING POSITION.

The K triple valve has two release positions, full-release and retarded-release. Which one its parts will move to when the train brakes are released, depends upon how the trainpipe pressure is increased: if slowly, it will be full release, and if quickly and considerably, if the triple is located within 30 cars from the engine, it will be retarded-release. It is well known that in a freight train, when the engineer releases the brakes, that the rapidity with which the trainpipe pressure increases on any car depends on the position of the car in the train. Those cars towards the front, receiving the air first will have their trainpipe pressure raised more rapidly than

those in the rear. With the old standard apparatus, this is due to two things: (1) the friction in the trainpipe; (2) the fact that the auxiliary reservoirs in the front at once begin to recharge, thus tending to reduce the pressure head by absorbing a quantity of air and holding back the flow from front to rear of the train. The retarded-release feature of this new triple valve overcomes the second point mentioned, taking advantage of the first while doing so. The friction of the trainpipe causes the pressure in chamber *h* to build up more rapidly on triple valves towards the front than those in the rear. As soon as its pressure is enough greater than the auxiliary-reservoir pressure, remaining in chamber R after the application above described, to overcome the friction of piston, graduating valve, and slide valve, all three are moved toward the right until the piston stem strikes the retarding-device stem, 31. The latter is held in position by the retarding-device spring, 33. If the rate of increase of the trainpipe pressure is small, as, for example, when the car is near the rear of the train, the triple valve parts will remain in this position, as shown in Plate 12, the brakes will release and the auxiliary reservoirs recharge as described under "FULL RELEASE AND CHARGING." If, however, the triple valve is near the head of the train, and the trainpipe pressure builds up more rapidly than the auxiliary reservoir can recharge, the excessive pressure in chamber *h* will cause the piston to compress retarding-device spring, 33, and move the triple-valve parts to the position shown in Plate 16.

Exhaust cavity *n* in the slide valve now connects port *r* leading to the brake cylinder, with port *p* to the atmosphere, and the brake will release; but as the small extension of cavity *n* (see Plate 11) is over port *p*, dis-

charge of air from the brake cylinder to the atmosphere is quite slow. In this way the brakes on the front end of the train require a longer time to release than those on the rear. This feature is called the "Retarded Release," and although the triple valves near the locomotive commence to release before those in the rear, as is the

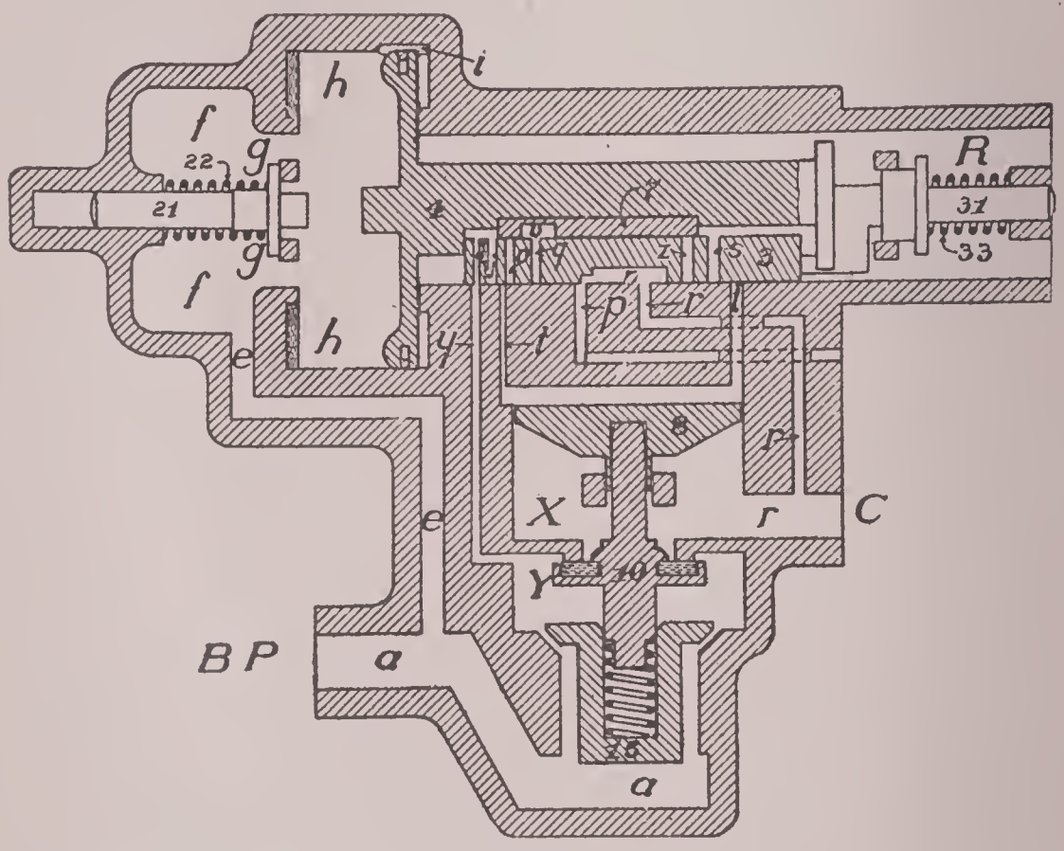


PLATE NO. 16—K-2 TRIPLE—RETARDED-RELEASE POSITION.

case with the H-triple valve, yet the exhaust of brake-cylinder pressure in retarded-release position is sufficiently slow to allow the rear brakes to release first. This permits of releasing the brakes on very long trains at low speeds with less danger of a severe shock or break in two than with old style triples.

At the same time, the back of the piston is in contact with the end of the slide-valve bush and, as these two surfaces are ground to an accurate fit, their contact effectually cuts off communication between chambers *h* and R through feed groove *i*, preventing air from feeding through from the trainpipe to the auxiliary reservoir by this path. Also, port *l* in the slide valve registers with port *y* in the slide valve seat, and pressure in chamber Y can flow through ports *y* and *l* to the chamber R and the auxiliary reservoir. Chamber Y is supplied with air under these circumstances by the check valve 15 raising and allowing trainpipe air to flow past it. The area of port *l* is about half that of feed grove *i*, so that the rate that the auxiliary reservoir will recharge is much less than when the triple valve is in full-release. The groove on the back of the piston now takes the place of port 1.

As the auxiliary-reservoir pressure rises, and the pressures on the two sides of piston 4 become nearly equal, retarding-device spring 31 forces the piston, slide valve, graduating valve, and retarding device stem back to the full release position shown in Plate 12, when the remainder of the release and recharging will take place as described above under "Full Release and Charging."

These features of the new valve are always available, even when in trains with the old standard triple, the beneficial results being in proportion to the number of new valves present in the front end of train.

EMERGENCY POSITION.

Emergency Position is the same with the K triple valve as with the H type. Quick action is caused by a sudden and considerable reduction in trainpipe pres-

sure, no matter how caused. This fall in trainpipe pressure causes the difference in pressures on the two sides of piston 4 to increase very rapidly, so that the friction of the piston, slide valve and graduating valve is quickly and greatly overcome, and they move to the left with such force that when the piston strikes the graduating stem, it compresses graduating spring 22, forcing back the stem and spring, until the piston seats firmly against

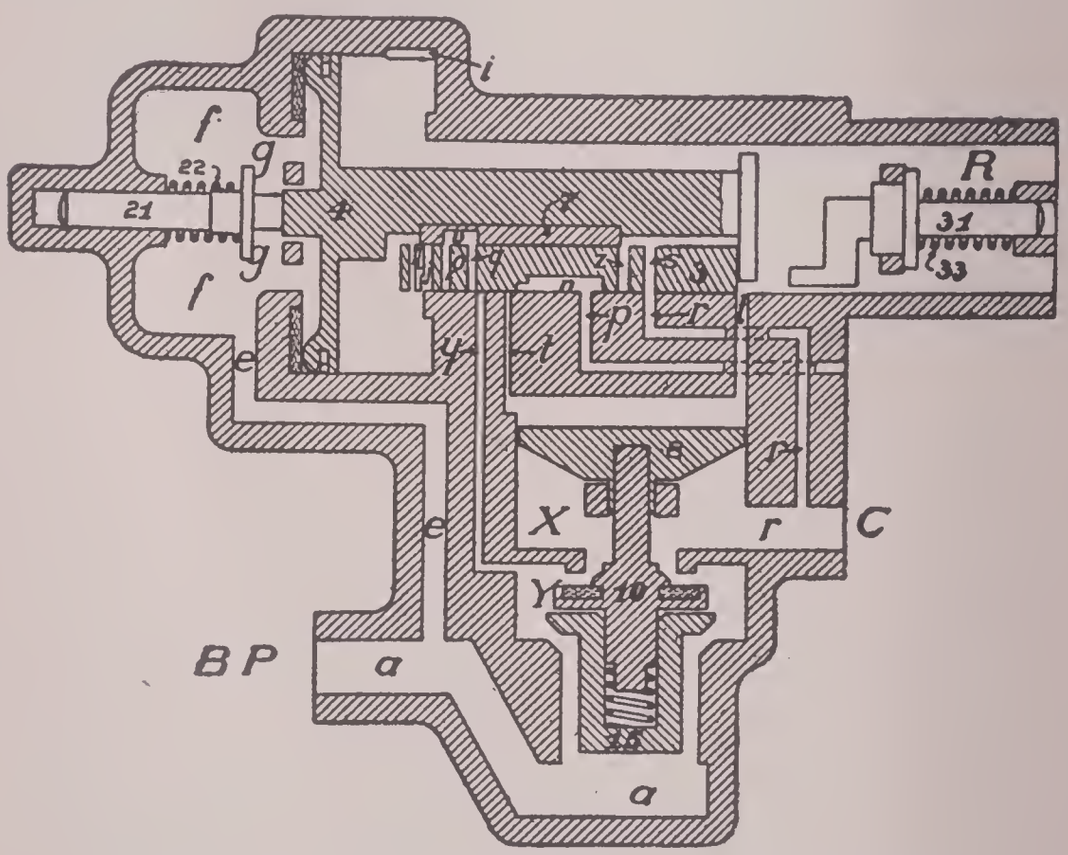


PLATE NO. 17—K-2 TRIPLE—EMERGENCY POSITION.

the gasket 23, as shown in Plate 17. The movement of the slide valve opens port *t* in the slide-valve seat, and allows auxiliary reservoir pressure to flow to the top of emergency piston 8, forcing the latter downward and opening emergency valve 10. The pressure in chamber Y being instantly relieved, allows trainpipe air to raise

the check valve 15 and flow rapidly through chambers Y and X to the brake cylinder, until brake-cylinder and trainpipe pressures equalize, when both check valve and emergency valve are forced to their seats by the spring in the former, preventing the air in the cylinders from escaping back into the trainpipe again. At the same time port *s* in the slide valve registers with port *r* in the slide-valve seat, and allows auxiliary-reservoir pressure to flow to the brake cylinder. But the size of ports *s* and *r* is such that very little air gets through them before the trainpipe has stopped venting into the brake cylinder. This sudden discharge of trainpipe air into the brake cylinder has the same effect on the next triple valve as would be caused by a similar discharge of trainpipe air to the atmosphere. In this way each triple valve applies the next, thus giving the quick and full application of all brakes, made heavier than full service application through the greater amount of trainpipe air admitted to the brake cylinders.

The rapidity with which the brakes apply throughout the train is so much increased that in a 50-car train it requires less than three seconds; the brake-cylinder pressure is also increased approximately twenty per cent with 8 inch brake cylinders.

The release after an emergency is effected in exactly the same manner as after a service application, but requires a longer time, owing to the higher brake-cylinder pressures and lower trainpipe pressures.

To change a standard type H triple valve to the type K, it is necessary to add the retarded-release feature and to make the necessary changes in the controlling valves, body, and check-valve case.

MANIPULATION.

No special instructions are required by the engineers to handle trains partially or wholly fitted with the K triple valve. The automatic brake valve should be handled as good practice requires with the H triple valve. Some of the most important details are as follows:

Make the terminal brake tests, and check the results indicated by noting how well the brakes hold in the first running application, and be governed accordingly in subsequent applications.

Before attempting to release have an ample excess pressure for the length of train, and in releasing leave the handle of the automatic brake valve in release position until the rear brakes have had time to release.

As return to running position will cause triple valves in retarded-release position to change to full-release position, the brake-valve handle should not be moved from release too soon. However, with short trains the usual early return to running position will prevent unnecessary retardation of release.

THE AUTOMATIC SLACK ADJUSTER.

The question of correct piston-travel is of the highest importance, and the automatic slack adjuster is for the purpose of keeping it as nearly uniform as possible, which should be eight inches when running.

PLATE 18—SLACK ADJUSTER COMPLETE.

Plate 18 shows how the adjuster is attached to the pressure head of the brake cylinder. One end of cylinder lever (5) is bolted to a cross head, which moves in a guide (4) that is bolted to the pressure head of the cylinder. The cross head is held to its place by a threaded rod (1), which has a ratchet nut where its opposite end extends through the adjuster body (3), and when it is desired to reduce the piston travel, it is done by moving the cross head *away* from the cylinder head a distance equal to the amount of slack to be taken up; and to increase the travel move the cross head *toward* the cylinder.

When no air is in the cylinder the threaded rod can be turned either way with a wrench, and four turns of the rod will equal one inch of piston travel.

In running along, whenever the piston travel exceeds eight inches the adjuster automatically takes up one thirty-second of an inch every time the brake is released, and therefore whenever new shoes are put on (which necessitates letting the adjuster well back), the brake should be fully applied and whatever travel the piston shows *over* 6½ inches should be taken up by turning the ratchet nut, as the running piston travel is from one to two inches greater than it is when the car is standing still.

Don't try to turn the ratchet nut while the brake is set, and never alter the dead levers or bottom rods unless, with all adjuster slack out, the piston-travel is less than 5½ inches, or when the adjuster has been taken up to its limit and the travel is too long, and not then in the latter case if any brake shoes need renewing.

Plate 19 illustrates the adjuster in cross section. 27 is the ratchet nut which is attached to the threaded rod;

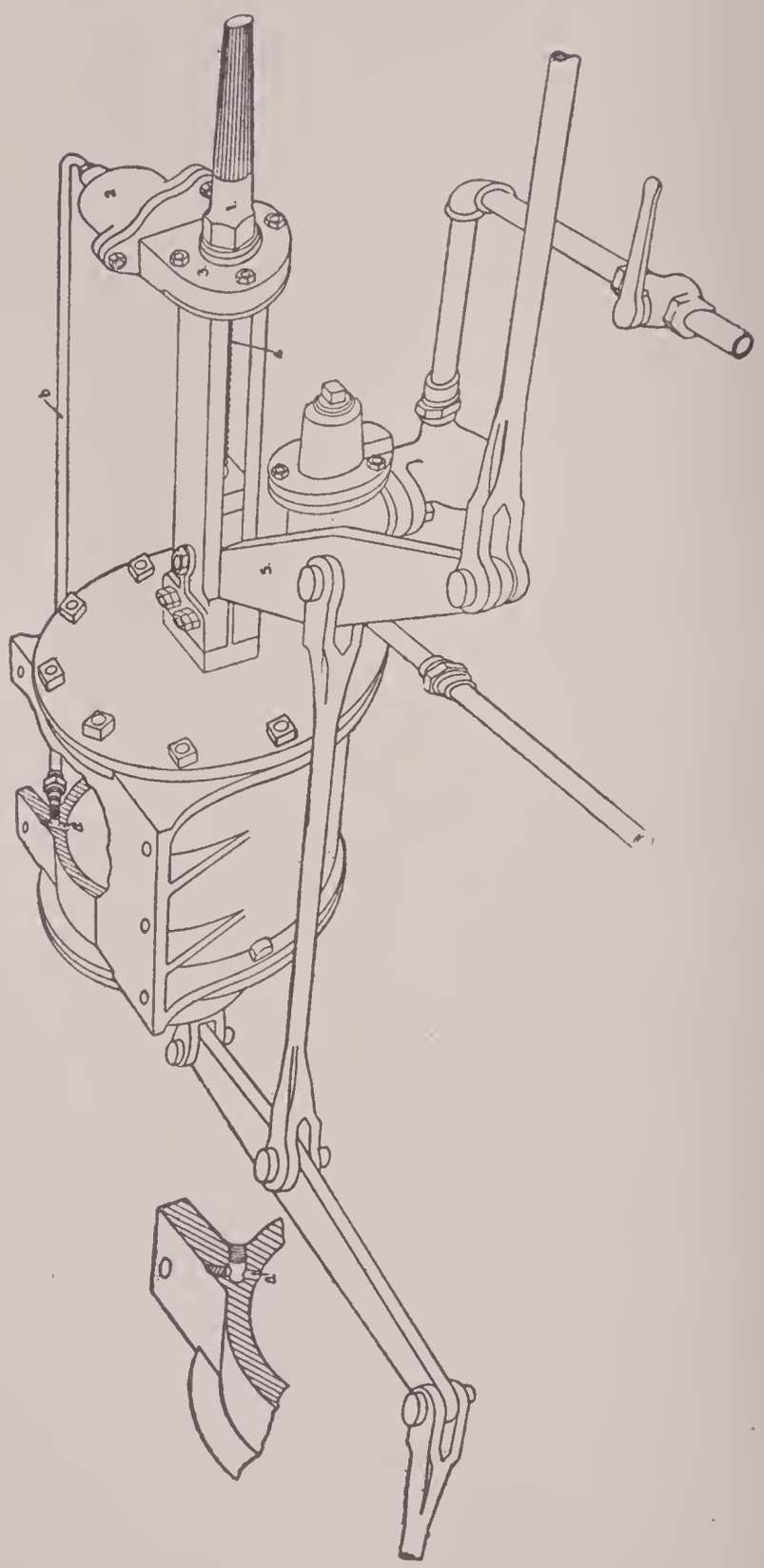


PLATE NO. 18—AUTOMATIC SLACK ADJUSTER COMPLETE.

DESCRIPTION OF PLATE 18.

5. Cylinder lever.
1. Threaded rod.
3. Ratchet-nut wheel casing.
2. Adjuster cylinder.

a and *b*. Pipe connection between brake cylinder and adjuster cylinder.

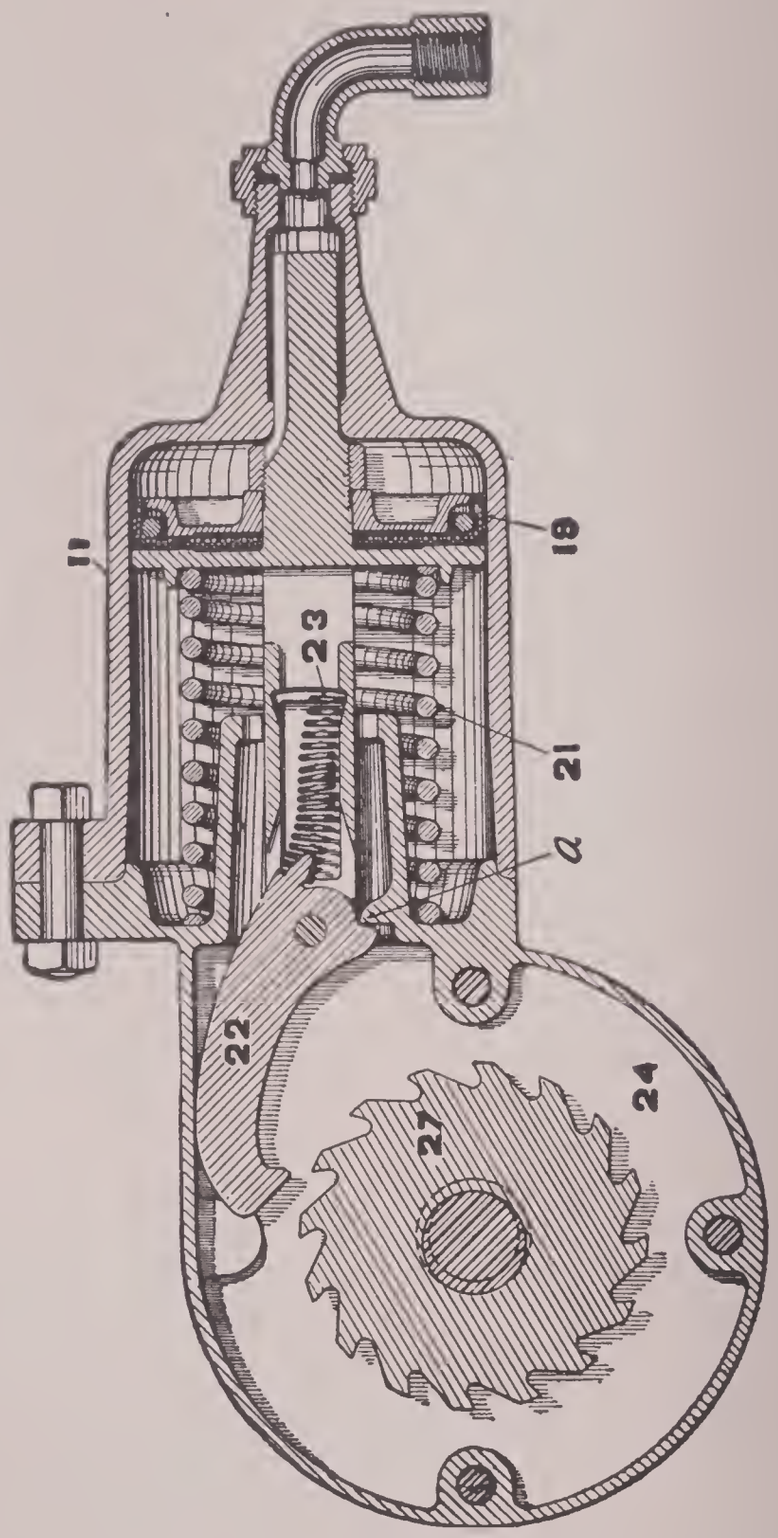


PLATE NO. 19—AUTOMATIC SLACK ADJUSTER

DESCRIPTION OF PLATE 19.

27. Ratchet-nut wheel.
22. Pawl.
a. Projection for lifting pawl.
23. Piston.
21. Release spring.

22 is the pawl which moves the ratchet nut; 23 is the piston, to which the pawl is attached, and 21 is the spring which drives the piston back after the cylinder pressure has escaped from in front of it, and as the adjuster cylinder is connected to the brake cylinder by a small pipe, whenever the air in the brake cylinder forces the brake piston out eight inches, brake-cylinder pressure is admitted against piston 23, which forces the pawl back so that it engages the ratchet-nut wheel, and when the air is released from the brake cylinder the air in the adjuster cylinder (11) escapes through the non-pressure end of the brake cylinder, and spring 21 pushes the piston and pawl forward, thus turning the ratchet-nut wheel the distance of two teeth, which takes up one thirty-second of an inch of piston-travel. The pawl is released by striking a projection (a), which keeps it up.

Plate 20 illustrates the degree of angularity at which the port in the brake cylinder should be tapped according to the size of the cylinder. As this port is only one-eighth of an inch, it may easily become clogged, so that if the adjuster fails to work you should at once ascertain if the air passages are open between the brake and adjuster cylinders by loosening the union swivel on the adjuster cylinder connection.

Whenever the adjuster has operated to the limit of the screw and the pawl fails to release, so that the ratchet-nut cannot be started back with a wrench, if it be the old style adjuster, remove the ratchet-nut cover and carefully pry the piston outward until the pawl can be raised, then slack back the nut about a turn, which will let the piston return to the end of its cylinder and keep the pawl free from the ratchet nut as before.

An improvement has lately been added by inserting a

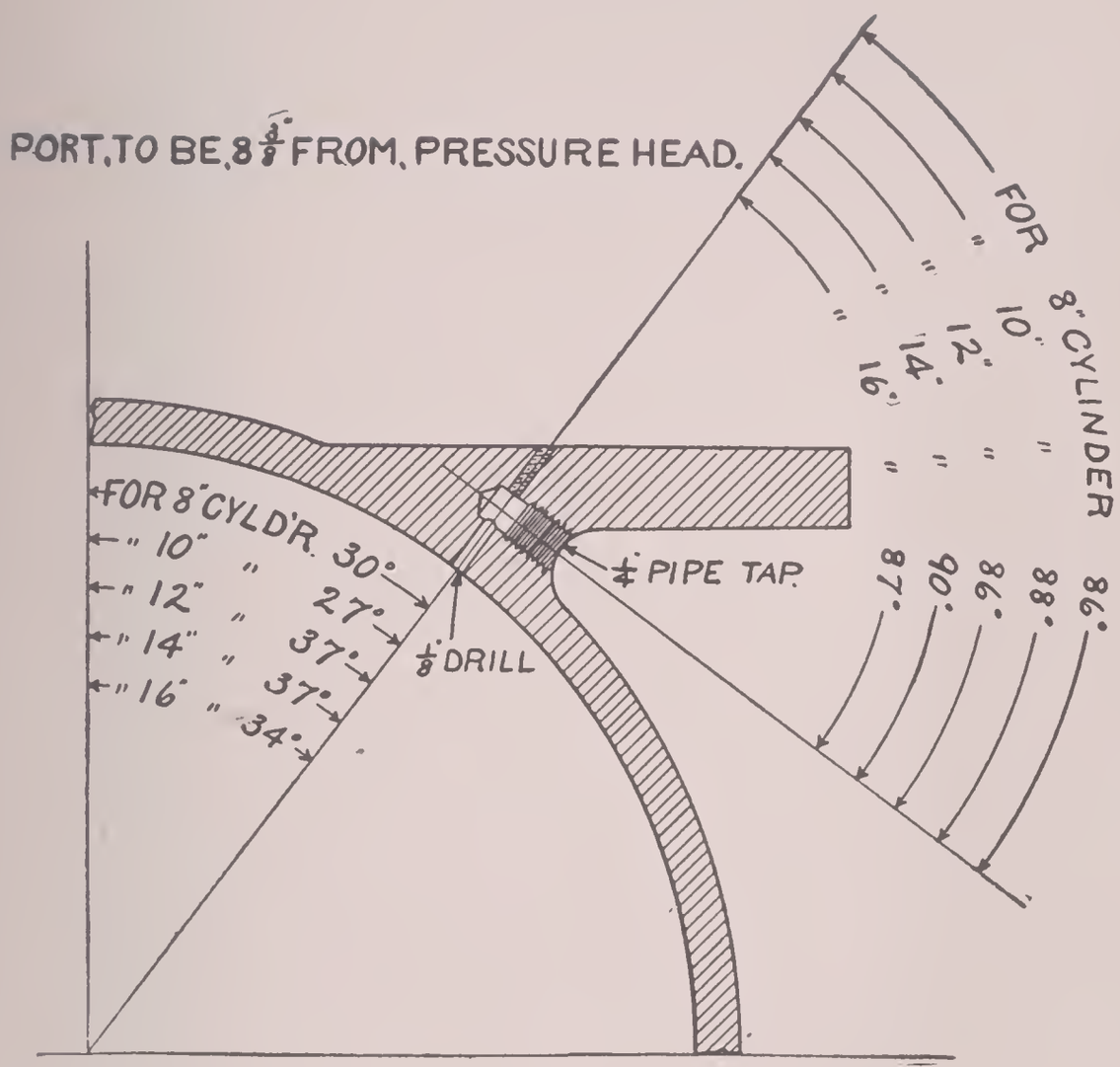


PLATE NO. 20—AUTOMATIC SLACK ADJUSTER—SIZE OF CYLINDER PORT.

DESCRIPTION OF PLATE 20.

The illustration shows the angularity at which the brake-cylinder port should be drilled for the different sized cylinders.

stop screw next to the ratchet-nut casing, which holds the threaded rod a short distance from its extreme travel, so that in case the pawl sticks it is only necessary to back out the stop screw, when the pawl will release itself automatically. The adjuster cylinder should be cleaned and oiled every time the brake cylinder is oiled.

PLATES 21 AND 22—THE CAR CONTROL VALVE AND RELEASE SIGNAL.

As the high-speed brake and the automatic slack adjuster have both become necessary as the result of changed conditions in the operating of railroads, in like manner, owing to the great increase of railroad traffic and other conditions, the Car Control Valve and Release Signal have also become a necessity, when the saving of time, property and human life are taken into account. Railroads today are not only running very heavy trains, but are running many of them, and, on some roads, they are vastly too close together for the comfort of the train crews who have to operate them. As long as railroads are compelled to employ new men and as long as many of the older employes continue to be indifferent to the proper care, maintenance and operation of the air-brake equipment, just so long will we continue to have dangerous delays to trains, damage to merchandise and rolling stock, and frequent taking of human life, as the direct result of bad handling or bad condition of the air brakes.

The question of keeping the brakes in good order is a continually growing trouble, and to know for a certainty that they are in good condition is of vital importance.

The new device which is meant to largely overcome these distressing conditions is known as the Car Control Valve and Automatic Release Signal, shown in plates No. 21 and No. 22.

As the automatic reducing valve of the high speed brake is attached to the brake cylinder and as the automatic slack adjuster is also operated by brake-cylinder pressure, in like manner the release signal is also connected to the brake cylinder, so that whenever there is air in the brake cylinder that fact is instantly made known by the release signal target.

The release signal is composed of a cylinder in which is contained a piston, hollow piston-rod and spring, being in reality a miniature of the brake cylinder, with this difference: the cylinder of Style A Signal has a square metal signal fastened to it, so that whenever the brake-cylinder pressure causes the brake to apply, the same pressure forces the release signal cylinder up, so that the metal signal is brought to full view of the trainmen, thereby signaling them that the brake on that car is set. When the engineer releases the brake and the brake cylinder is empty, there is then no pressure in the release signal cylinder, and the return spring forces the metal signal down out of sight. Should the engineer be testing brakes, and, while the brakes were being held on, if the release signal should be seen to gradually drop, it would mean that the brake on that car was in bad order, for the signal would not go down unless the air was escaping from the brake cylinder. Should a signal be seen to drop and no air was found to be coming out through the retaining valve, or triple exhaust, it would mean that the brake was "leaking" off, but if the signal dropped and at the same time air was heard to be escap-

ing through the retainer, or triple exhaust, it would mean that the brake was "releasing" through the triple. This point is very important to remember, for if a brake "releases" when it should stay set, the triple valve, or auxiliary gasket, or auxiliary release valve needs attention. But, if a brake "leaks" off, the packing leather in the brake cylinder needs oiling. Therefore, if you report a defective brake as having leaked off, the repairman will know at once what to do and thereby save considerable time.

Should the signal remain up after the engineer has released the rest of the brakes, it means that the retainer is closed or else the triple on that car is unfit for service, and should this happen while the train is in motion serious trouble is likely to follow. But, as the piston-rod of the release signal is made of a piece of pipe, and as there is a valve on the signal, the brakeman can, by simply opening up the valve, drain the brake cylinder independently of the action of the triple without stopping the train and without getting off.

Should a brake have too much piston-travel the release signal will indicate it, for with the proper piston-travel and an auxiliary pressure of seventy pounds, a twenty-pound trainpipe reduction will cause the signal to go to its full stroke, but the same reduction with too much piston-travel will cause the signal to stop at half-mast. This stopping at half-mast is caused by resistance of the tension of the return spring, combined with the lowered pressure in the brake cylinder.

The release signal is located in the most convenient place on the inside end of passenger coaches, usually on the wall of the toilet room. There is a metallic casing into which the signal drops when no air is in the

brake cylinder, but every time the brake sets the signal is raised above the top of the case, so that it can be seen from either end of the car. For instance, when the brakes are being tested at terminal points, or when any

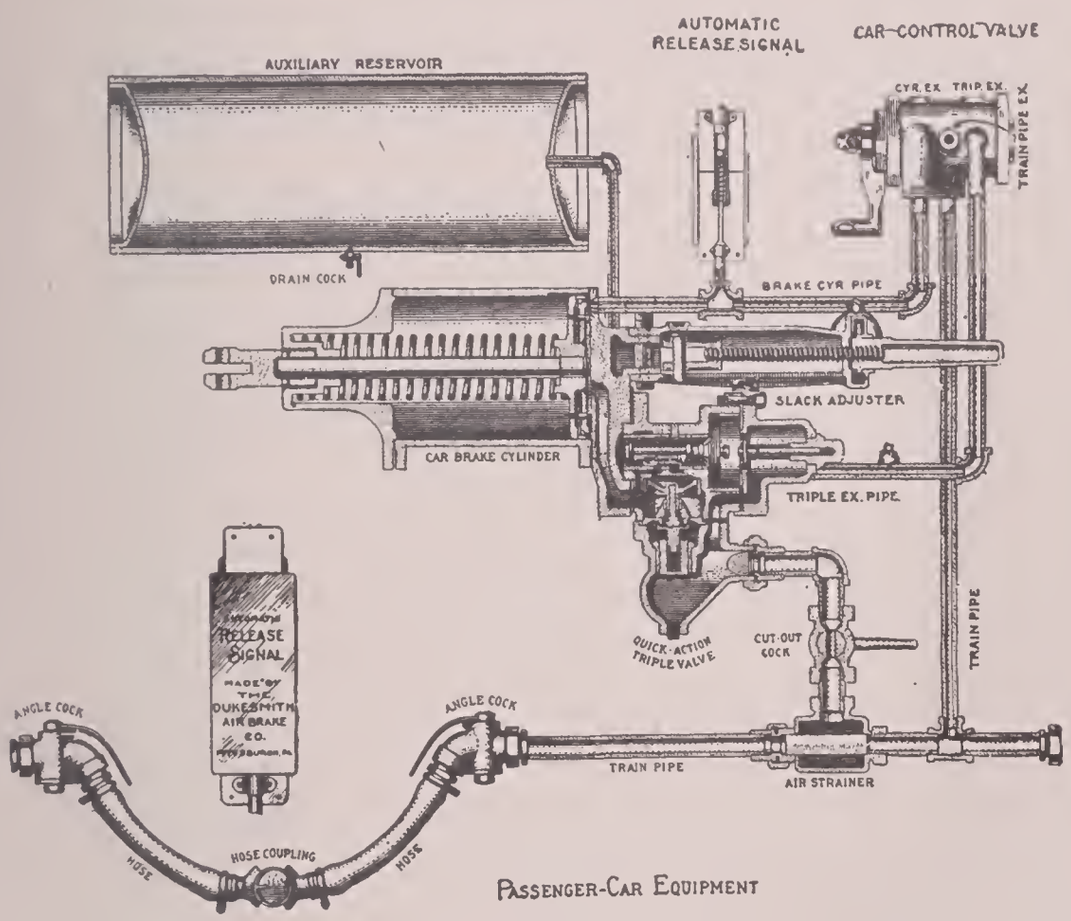


PLATE 21—THE DUKESMITH CAR CONTROL VALVE, SHOWING HOW THE VALVE IS CONNECTED TO THE TRAIN-PIPE, TRIPLE EXHAUST AND BRAKE CYLINDER; ALSO SHOWING HOW THE RELEASE SIGNAL IS CONNECTED TO THE BRAKE CYLINDER.

change has been made in the make-up of the train by setting out or picking up cars, the action of the release signal will notify every one alike just what condition the brakes are in.

The release signal needs no more attention than is

ordinarily given to the retaining valve, as it is so simple in construction that it is almost impossible for it to get out of order. It needs but little oiling, as the oil from the brake cylinder is usually sufficient to care for the one-inch piston in the release signal cylinder.

The Dukesmith Car Control Valve performs three functions, namely, it applies the brake, retains the brake or releases the brake when the triple fails to go to release position.

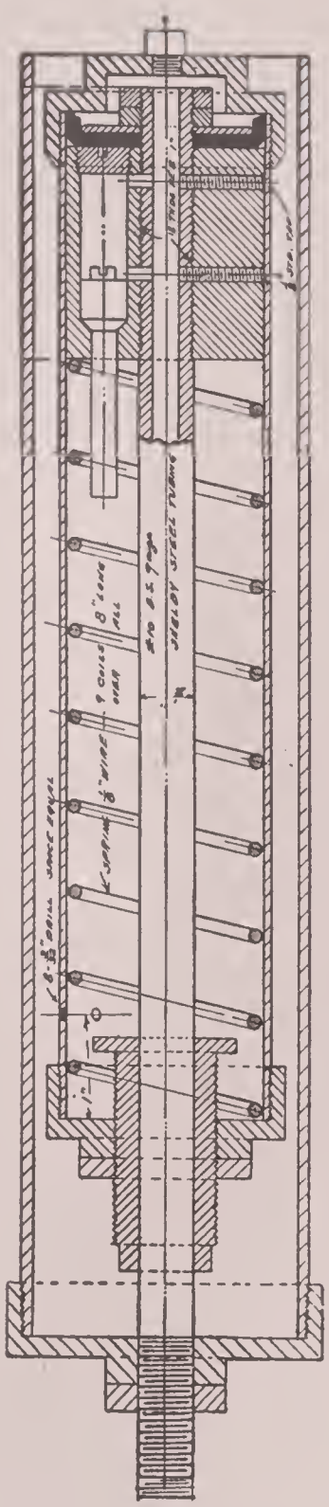
The Car Control Valve is located in the same position as the old style conductor's valve, and performs the same service, in addition to the other two just mentioned.

There are three pipe connections to the Car Control Valve as follows: One from the trainpipe, one from the triple exhaust and one from the brake cylinder direct. There are four positions on the valve which are: Normal, Lap, Release and Emergency Application. When the handle is in normal position all ports except the triple exhaust are closed; when the handle is in lap position all ports are closed, thereby retaining the pressure in the brake cylinder; when the handle is in full release it exhausts the air from the brake cylinder direct without regard to the triple valve, and when the handle is in emergency application position all exhaust ports are closed excepting the trainpipe exhaust, which causes the brakes to apply. With this valve the brakes can be applied gradually or in emergency, according to the quickness with which the handle is moved.

There is nothing about this valve to get out of order as it consists merely of a brass plug working in a cast iron case.

On the brake cylinder pipe leading from the Car Control Valve there is a connection made to the Automatic

STYLE A



STYLE B

PLATE 22—THE DUKESMITH AUTOMATIC RELEASE SIGNAL.
STYLE A AS USED FOR PASSENGER CARS, AND
STYLE B AS USED FOR ENGINES

Release Signal, as shown in plate 21. When a passenger car is equipped with this device the brake on that car is absolutely under the control of the trainman, for the reason that he can either apply, retain or release the brake as the case may be.

DESCRIPTION OF PLATE 22.

Style A Release Signal is shown as it would appear when the brake is partially applied. The front cover can be removed by simply sliding it up.

Style B Release Signal is for use on locomotives principally, but may be used equally as well on passenger cars. The casing of Style B is circular, in order to occupy as small a space as possible in the cab of the engine. The automatic release feature of Styles A and B consists of a graduating sleeve which strikes the stem of a valve in the signal piston whenever the pressure in the brake cylinder becomes greater than is desired. In the top of the signal cylinder there is an oil plug to permit of oiling the cylinder when required, although it rarely needs to be oiled by hand, for the reason that the oil in the brake cylinder takes care of the signal cylinder.

The Release Signal is located at the end of passenger coaches, usually on the wall of the toilet room in plain view of everyone. There should also be a release signal on each outside end of the coach on opposite sides, enabling inspectors and trainmen to quickly test the air brakes.

Style A Release Signal is provided with a small exhaust valve in order to enable the trainmen to release by hand a brake which has failed to release in the usual way.

THE CONDUCTOR'S VALVE

What is known as the conductor's valve is merely an additional stop cock attached to the trainpipe of passenger coaches.

There is a branch pipe running from the trainpipe up through the body of the coach, usually in the toilet room, and on this branch pipe is a stop cock, or valve, so that in case the conductor is unable to signal the engineer, or an emergency arises making it necessary to stop the train as quick as possible, the conductor can let the air out of the trainpipe by simply opening this valve.

If he wishes to make a gradual stop he has only to open the valve gradually, but if he wishes to stop quick, he must open the valve quick, and also must hold it open until the train is stopped, for if the engineer should fail to lap his brake valve, as soon as the conductor's valve was closed the brakes would release, on account of the main reservoir pressure driving the triples to release position. As previously explained the old style conductor's valve is now being replaced by the Car Control Valve which combines in one valve the conductor's valve, the retaining valve and the cylinder release valve.

Having explained the construction and action of the plain and quick-action triple valves, the pressure-retaining valve, the slack adjuster, the release signal, the car control valve and the conductor's valve and having shown how these parts, together with the auxiliary and brake cylinder, are combined to form the car equipment, now let us see by what means the air is compressed, where it is stored and how it is manipulated from the engine. This brings us to

PLATE 23—THE EIGHT-INCH PUMP, OLD STYLE.

The eight-inch pump is so called on account of the bore of the cylinders being eight inches. It has two cylinders, the one on top (3) is the steam cylinder, and the one below (5) is the air cylinder. They are joined together by a neck (4), and in the top of the air cylinder and bottom of the steam cylinder there are stuffing boxes (56) through which passes a piston-rod, on each end of which there are piston heads (12 and 13). The piston-rod (10) is hollow for a sufficient depth to admit the stem (17) of the reversing valve (16). The reversing plate (18) is bolted on top of steam piston (10) so that it strikes the button on the stem 17 as the piston approaches the end of its down stroke, and strikes the shoulder of the stem 17 as it makes the up stroke, for the purpose of changing the position of the reversing valve (16), which reverses the stroke of the pump.

The valves through which the air is received and discharged are all in the lower, or air end of the pump.

The Action of the Steam End of the Pump is as follows: Steam from the boiler enters the pump at the union swivel 54, and besides filling the chamber which contains the main valve (7), passes through a port in the wall of this chamber and through a passage (not shown

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DESCRIPTION OF PLATE NO. 23—EIGHT-INCH PUMP, ON THE UP-STROKE.

54. Boiler connection. 7. Main Valve. 7-8 and 7-9. Large and small piston of main valve. 25 and 26. Main valve bushings. 50. Stop pin. 23. Reversing piston. 16. Reversing valve. 17. Reversing valve stem. 18. Reversing plate. 10 and 11. Main steam and air pistons. 3. Steam cylinder. 4. Neck. 5. Air cylinder. 57. Main steam exhaust. 41. Drain cock. 30 and 32. Discharge valves. 31 and 33. Receiving valves. 53, Main reservoir connection.

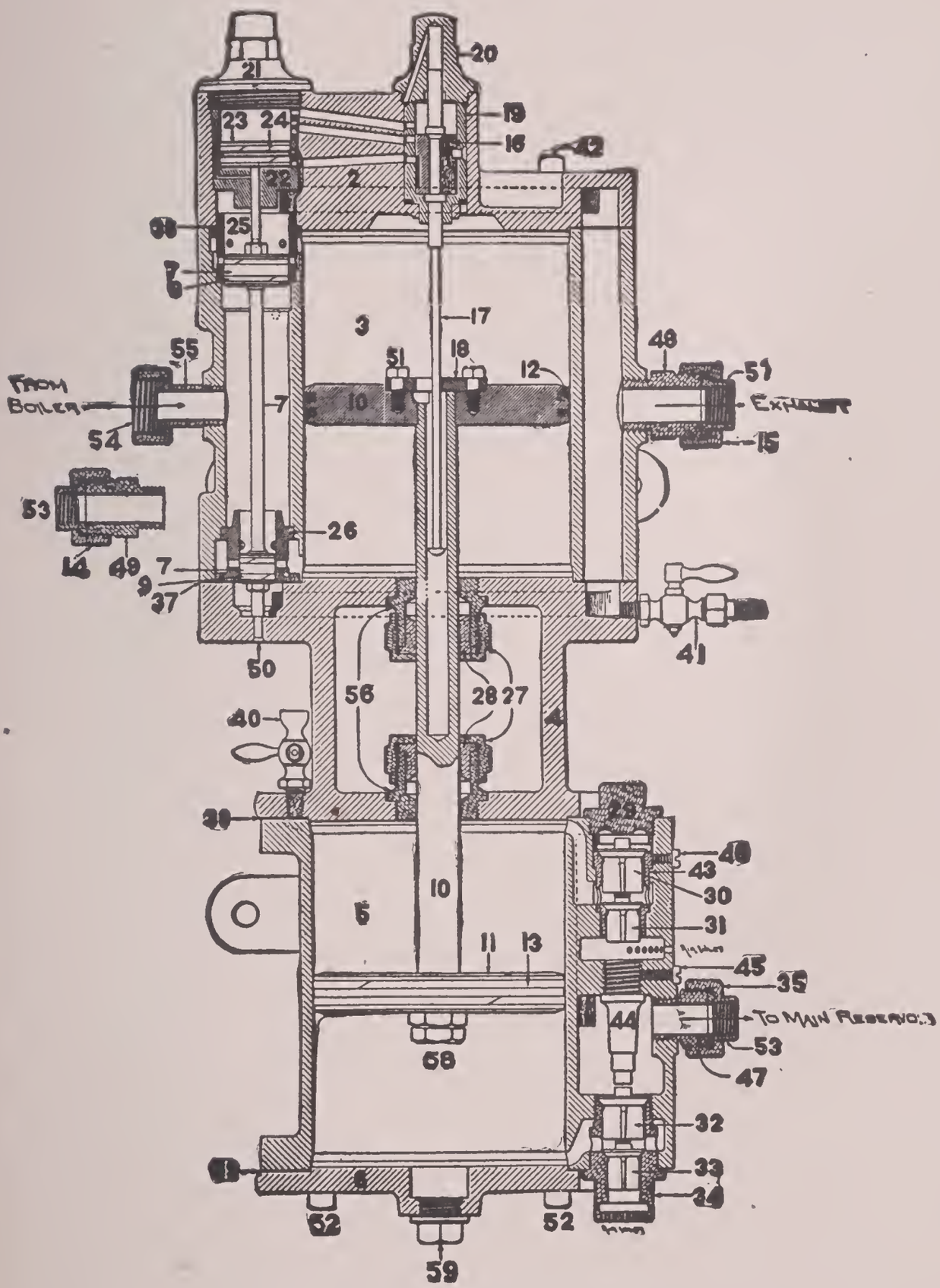


PLATE 23—EIGHT-INCH PUMP.

in plate 23) to the chamber in which the reversing valve works, thereby constituting the main valve chamber and the reversing valve chamber as the two steam chests of the pump.

From the reversing valve chamber the steam passes through a small port into the space occupied by the reversing piston (23), as shown in plate 23, and as the combined area of piston 23 and small piston 9 is greater than the area of the large piston 8, the main valve (7) is forced down until the small piston strikes the stop pin (50) and thus uncovers the port in bushing 26, which admits steam to the underside of main piston 10, forcing it up.

As the main piston moves up, plate 18 strikes the shoulder of stem 17 and thus changes the position of the reversing valve, so that the top port in its chamber is closed to piston 23, and the two lower ports are connected by the cavity in the reversing valve, which allows the steam to flow from off the top of piston 23, and pass under it into the exhaust passage across the head, as shown by dotted lines, to the main exhaust. When the pressure is thus shut off from piston 23, the main valve raises and causes the small piston to close the steam port to the underside of the main piston, and opens the exhaust port leading into the passage in the bottom of the cylinder, shown by dotted lines, and out at the main exhaust, at the same time piston 8 of the main valve closes the top exhaust port in bushing 25 and opens the supply port through the bushing, and thus admits steam on top of the main piston, which drives it down.

In making the down-stroke, plate 18 engages the button on stem 17 and again changes the position of the

reversing valve, which again admits steam on top of the reversing piston, which causes the main valve to move down as before, and piston 8 uncovers a port in the bushing 25 which exhausts the steam from off the top of the main piston, and at the same time piston 9 opens the supply port in bushing 26, which admits steam to the underside of the main piston, and at the same time closes the lower exhaust. The pump has now made a complete double stroke.

Drain cock 41 must always be opened before the pump is started, and left open until the pump is warmed up, or until there is about thirty pounds pressure in the main reservoir, and great care must be taken to start the pump slow, to avoid pounding and jarring, as the condensation cannot be compressed, and there must be an air cushion for the piston head to strike against in the lower cylinder.

The Action of the Air End of the Pump is as follows: There are four air valves, two are called receiving valves (31 and 33), and two are called discharge valves (30 and 32). There are two valve cages (34 and 43), and as the discharge valves have a greater area than the receiving valves, in the eight-inch pump, the flow of air past the valves is determined by the lift each valve has; the receiving valves have a lift of one-eighth of an inch, while the discharge valves have a lift of three thirty-seconds of an inch, or one thirty-second less than the receiving valves.

These standards must never be changed, as too much lift of any of the valves will cause the pump to pound, and not enough lift will cause it to run hot.

The way in which the pump receives and discharges air is as follows: When piston 11 is drawn up by steam

piston 10 there is a partial vacuum formed in the air cylinder beneath piston 11, and as the atmospheric pressure is about fifteen pounds to the square inch, the receiving valve 33 is forced off its seat by the air rushing in to fill up the space created by the partial vacuum, and if the piston was to stop when it reached the top, the valve would be seated by its own weight when the pressure inside and out of the cylinder equalized; but as the piston reverses just as it reaches the top, the valve is forced to its seat and held there by the compression of the air on top of it, and if the valve has too much lift the pound heard when the valve is seated is great in proportion.

When the piston starts on the down-stroke it compresses the air higher and higher as it nears the bottom, and when the pressure in the pump becomes greater than that in the main reservoir, the lower discharge valve (32) is forced up and the air from the pump rushes into the main reservoir, until the valve is seated by the main reservoir pressure becoming greater than that in the pump.

The action of the top receiving and discharge valves is the same as the lower ones, except on the opposite stroke.

PLATE 24—THE NINE AND ONE-HALF INCH PUMP.

The 9½-inch pump differs from the 8-inch pump in several ways. In the first place it is larger by 1½ inches in the bore; second, the valve motion of the steam end is all contained in the top head, except the reversing valve stem, which is the same as in the 8-inch pump; third, the air valves are all the same size, and all have the same lift of three thirty-seconds of an inch, and the

valves are placed so that the discharge valves are both on one side, and the receiving valves on the opposite side of the air cylinder; fourth, there is but one air inlet for the receiving valves, making it possible to strain all the air through one strainer, as indicated by 106, Fig. 1. The main piston is the same in construction as in the 8-inch pump; there are two heads (67) on one piston rod (65), and this rod is hollow to admit the stem (71) of the reversing valve (72), and the reversing valve stem is driven up or pulled down by the reversing plate (69) striking the shoulder (*j*) or the button (70), just as it does in the 8-inch pump.

As the reversing valve was the channel through which the steam had to pass to and from the top of the reversing piston in the 8-inch pump, in like manner the reversing valve in the 9½-inch pump controls the flow of steam to and from the plain side of piston 77 of the main valve, which in connection with the slide valve (83) controls the supply and exhaust ports in the steam cylinder.

To explain this it is necessary to use two sectional views of the pump, as shown in plate 24. In Fig. 1 the pipe connection 93 shows by dotted lines how the steam from the boiler is carried through a passage in the back of the pump to the main-valve chamber.

The main valve is composed of two pistons of unequal diameters, fastened to a suitable rod (76), and on this rod there are two shoulders between which a common D slide valve (83) is held. Fig. 3 represents the bushing in which the main valve and slide valve works.

The slide-valve seat has three openings: the one on the left, in Fig. 1, leads to and from the underside of the main piston; the one on the right leads to and from the top side of the main piston, and the one in the middle

NINE AND ONE-HALF INCH AIR PUMP.

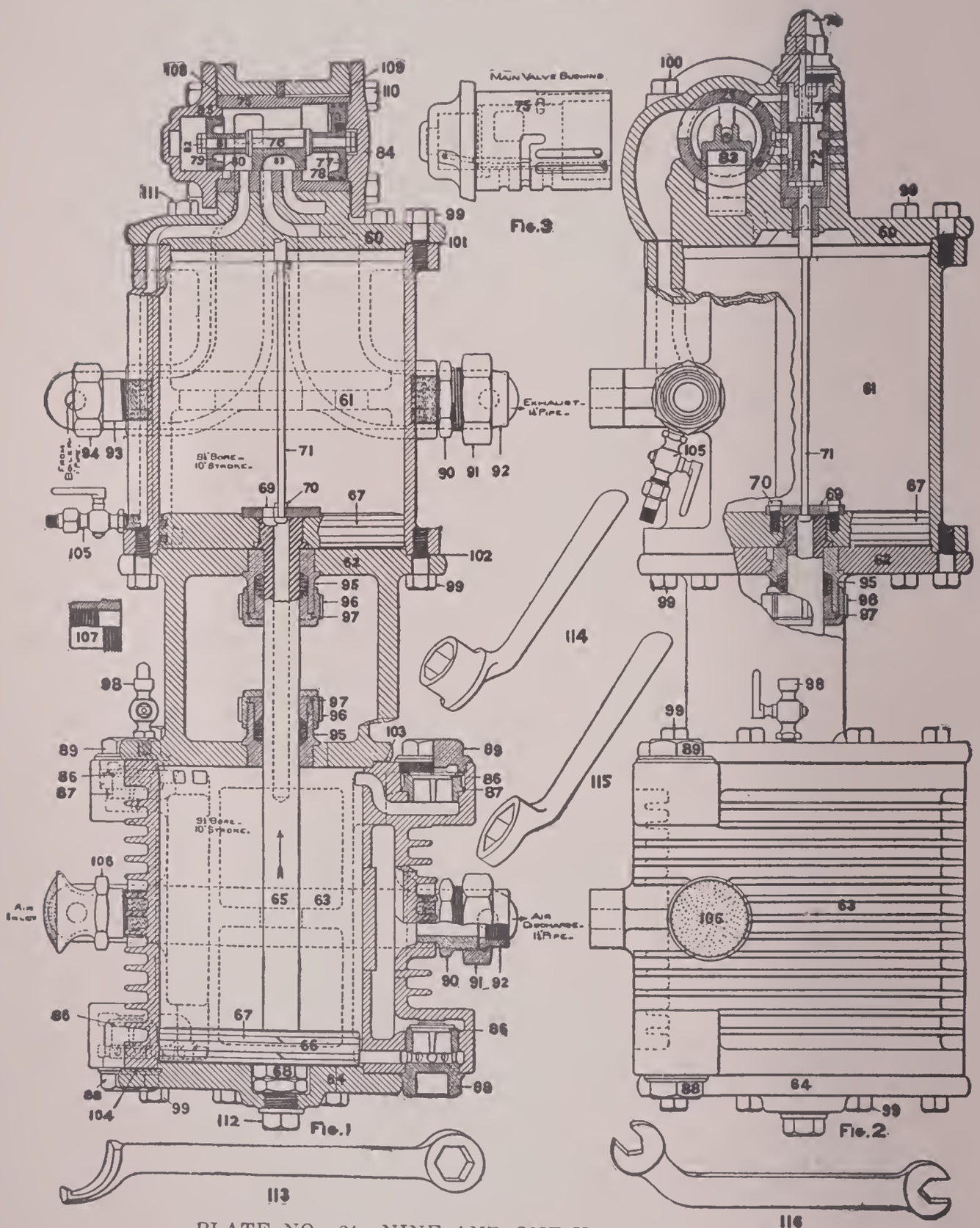


PLATE NO. 24—NINE AND ONE-HALF INCH PUMP.

DESCRIPTION OF PLATE 24—NINE AND ONE-HALF INCH PUMP.

94. Boiler connection, showing by dotted lines how steam passes to main-valve chamber A. Main steam exhaust is indicated by dotted lines and figures 61-92.
77. Large piston of main valve.
79. Small piston of main valve.
83. Slide valve.
105. Drain cock.
71. Reversing-valve stem.
69. Reversing plate.
97. Stuffing boxes.
98. Oil cup.
65 and 67. Main steam and air pistons.
106. Air inlet.
86. Air valves.
92. To main reservoir.
75. Fig. 3. Main valve bushing.
72. Fig. 2. Reversing valve.

leads to the main exhaust, 92. Consequently when steam enters the main-valve chamber the piston 77, having the largest area, is forced to the extreme right, as in Fig. 1, against the head 84, which causes the slide valve to uncover a port in the seat so that the steam can pass from the main-valve chamber down through a passage in the side of the cylinder to the underside of the main piston, which forces it up, and the reversing plate strikes the shoulder, *j*, on the reversing-valve stem, which drives the reversing valve up and allows the steam in the reversing-valve chamber to pass through the lower horizontal port in the main-valve bushing (see Fig. 3) into the chamber between the head 84 and piston 77. As this balances the pressure on both sides of the large piston 77, the small piston 79 now pulls the slide valve to the opposite end of the chamber, which uncovers the supply port to the top of the main piston and allows the steam to force it down, and at the same time the steam from the underside is being exhausted by way of the cavity in the slide valve, which now has the lower supply port and the main exhaust connected.

The reason the small piston pulls the large piston over, after the pressure is balanced on both sides of piston 77, is because there is a small port between the plain side of piston 79 and the head 85, which is always open to the main exhaust, so that no back pressure can remain in the chamber indicated by 82, and no partial vacuum can by formed on that side of the small piston.

The main-valve chamber is always in communication with the reversing-valve chamber by a small port in the bushing (75), as shown in Fig. 2; cap nut 74 has a small port in it which allows live steam to always reach the top of the reversing-valve stem, for the purpose of keeping the pressure balanced on both ends of it.

As the main piston is now making its down-stroke the reversing plate (69) engages the button on the end of the reversing-valve stem and draws the reversing valve down to the position shown in Fig. 2, which connects the second horizontal port in the bushing with the port which in Fig. 3 appears to be vertical and having a short extension to the right, and as this port is always open to the main exhaust, the steam between piston 77 and the head 84 is exhausted, which allows the steam in the main-valve chamber to again force piston 77 to the position shown in Fig. 1, which places the slide valve in position to allow the steam to exhaust from the top of the main piston, and at the same time connects the main-valve chamber with the underside of the main piston, causing it to be forced up, as before.

Like the eight-inch pump, the stuffing boxes (95) must be kept well packed, and the gland nuts (96) just tight enough to stop leaks, but not tight enough to cause groaning. With metallic packing the nuts can be tightened more than they could if a fiber packing is used, for if you screw down too tight on a fiber packing it will ruin it.

The drain cock (105) must be handled in the same way as the one on the eight-inch pump, but in addition to this one there is one in the main exhaust (not shown in Fig. 1), and it also must be opened when starting the pump.

THE ELEVEN-INCH PUMP.

The Westinghouse Air-Brake Company are now making an eleven-inch pump after the same pattern as the 9½-inch one.

As the 9½-inch pump can compress about a third more

air in a given time than the 8-inch pump, in like manner the 11-inch pump can compress a third more air than the 9½-inch pump can within the same length of time.

Right and Left Hand Pumps are pumps having two sets of plugs on either side of the steam cylinder, so that the pump can be located on either side of the engine as desired. All 9½-inch and 11-inch pumps are now made right and left.

To change a pump from right to left, or vice versa, remove the steam port fittings and opposite plug and exchange them, remove the exhaust port fitting and its opposite plug and exchange them.

In oiling either the 8, 9½ or 11-inch pump the steam end is oiled by a lubricator, and when first starting the pump, the oil should be allowed to flow at the rate of about fifteen drops a minute, but as soon as the pump is nicely warmed up, or say about thirty pounds pressure in the main reservoir, then the oil should be cut down to about *one drop a minute,* if that will keep the pump lubricated so that it won't groan. Some pumps require more oil than others, according to the work they have to do. There is now being supplied on all pumps, when so specified, an automatic oil cup for the air end of the pump on both the Westinghouse and New York Air Pumps. An automatic cup is very essential as too much or too little oil in either end of the pump is ruinous.

The air cylinder should be oiled regularly with good valve oil, as the old practice of oiling it only when the pump groans is now found to be bad practice. The old practice of having a good fat swab on the piston rod of the pump is a very good one, although it is a bad practice to expect sufficient oil to pass into the cylinder to lubricate it from this source, for the simple reason that the piston rod packing is supposed to be air tight.

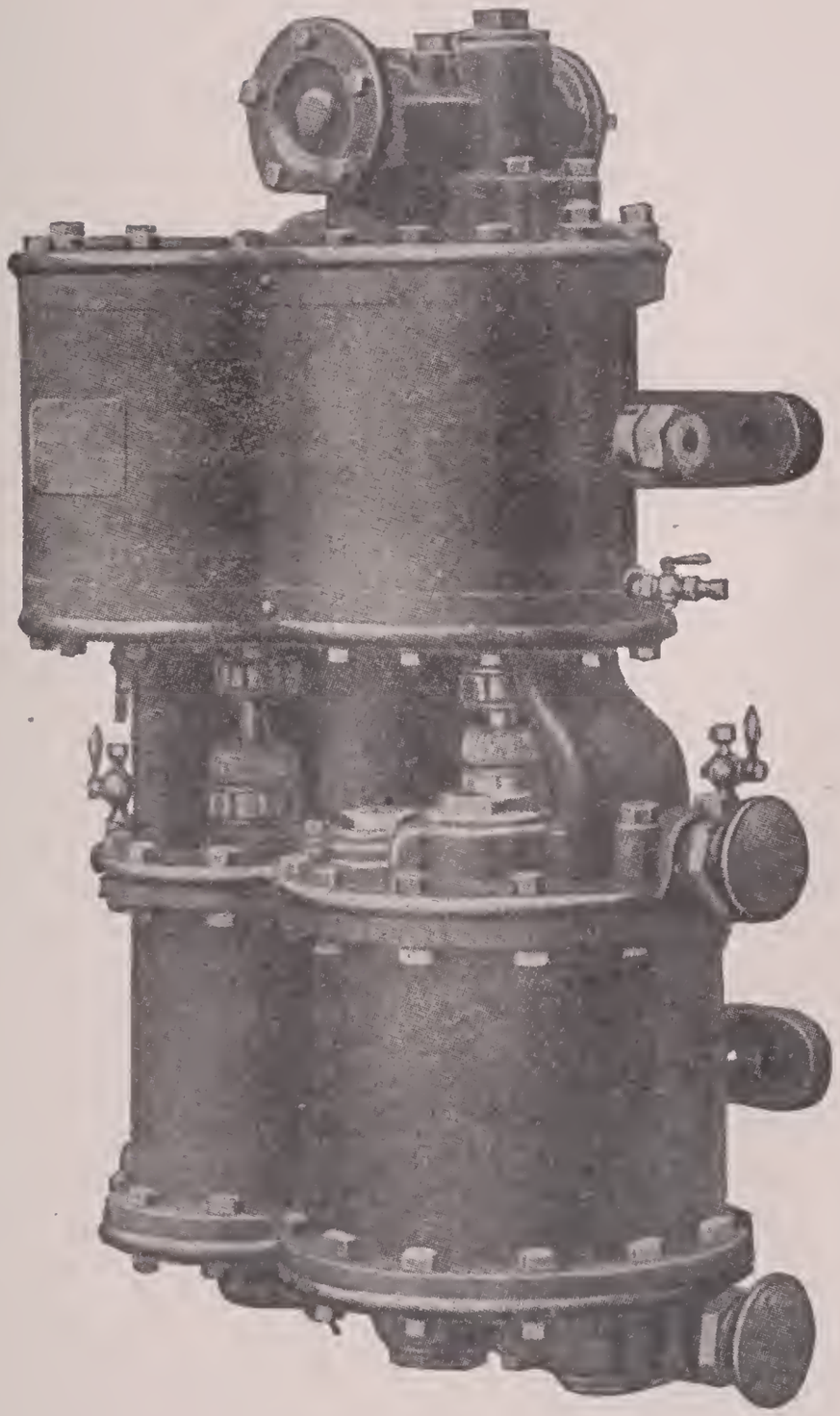


PLATE 25—THE WESTINGHOUSE CROSS COMPOUND PUMP.

Under no circumstances must oil be sucked in through the air inlet, as it will surely ruin the pump. Whenever the air cylinder is to be oiled, the pump should be throttled down to a very slow speed, and after first filling the oil cup, watch the stroke of the piston, and, when it is going down, quickly open the oil cup and allow the oil to be sucked in *before the piston starts up.* This causes the oil to be sprayed around the cylinder. If oil was poured in while the pump was cold, just as soon as it was started up the oil would be forced into the main reservoir, and eventually find its way to the brake valve, and gum up the rotary, feed valve and pump governor.

Some engineers say they can't oil a pump on the down-stroke for the reason that the oil blows back in their face; this is true only when the piston packing rings are leaky, and if the oil does blow back on the down-stroke, it tells you very plainly that new packing rings are needed, and needed bad, as one of the most common causes for the pump running hot is leaky packing rings. A leaky discharge valve might cause a back blow, but if the pump is completely stopped and you hold your finger slightly above the open oil cup you can tell if the trouble is there.

Never Use Anything but Good Valve Oil for either end of the pump, as the heat generated by the compression of air is so great that it requires oil of a high flashing point to withstand it. On a warm summer's day the air in a pump working against a ninety-pound pressure in the main reservoir is about 550 degrees, and on a cold winter's day, when the thermometer is thirty degrees below freezing, the pump generates a heat of 300 degrees against a ninety-pound main reservoir pressure. And if you run your pump faster than sixty or seventy

full strokes a minute, or have leaky packing rings or leaky discharge valves, the heat is raised considerably higher.

The Westinghouse Air Brake Company are now making a compound air compressor, the feature of which is that there are high and low pressure steam and air cylinders, thereby effecting a considerable saving in fuel. The first compression of air raises the pressure to about forty pounds, and as this pressure operates against the air piston at the same time that the steam is operating against the steam piston, it is readily seen that the combined force of compressed air and steam enables the pump to be operated at a very material saving of fuel. As this new compound pump is not as yet in general use, a detailed description of it at this time is not absolutely necessary, but full information will be sent to anyone desiring it by addressing the Dukesmith School of Air Brakes, Pittsburg, Penn.

The air valves in the 9½-inch pump operate same as in the 8-inch. But the lift of the air valves in the 9½-inch pump are all the same, whereas they differ in the 8-inch pump, as previously explained.

PLATE 26—PUMP GOVERNOR.

When an engine is equipped with a brake valve on which there is a feed valve attachment the pump governor controls the main-reservoir pressure.

But when the D-8 brake valve is used, the governor controls the trainpipe pressure.

While many railroads are now operating their own instruction cars, in order to benefit their employes, it is, nevertheless, a fact that such method of instruction, if unaccompanied by careful study on the part of the em-

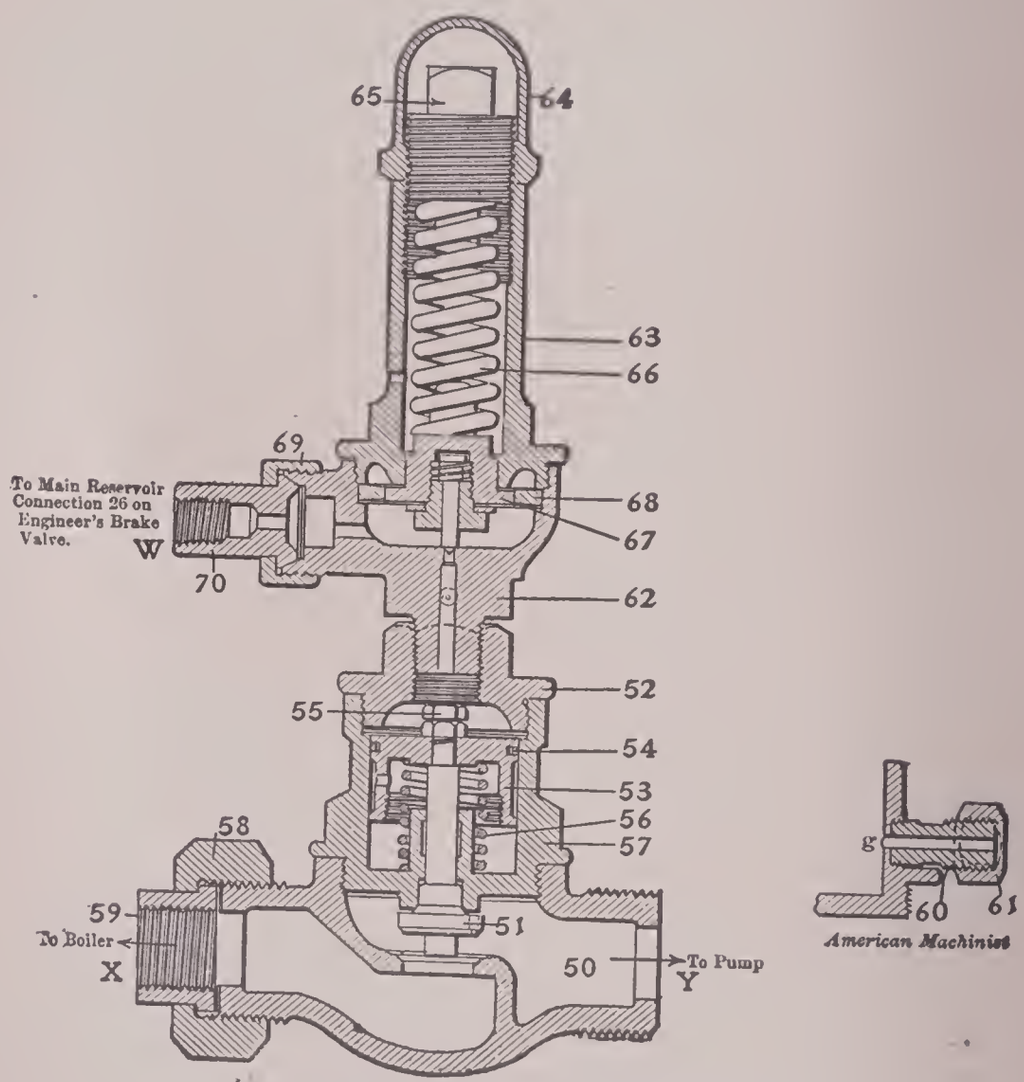


PLATE NO. 26—PUMP GOVERNOR.

DESCRIPTION OF PLATE 26—PUMP GOVERNOR.

X. Boiler connection.
Y. To pump.
51. Steam valve.
53. Air valve.
56. Air-valve spring.
62. Vent port
67. Diaphram and valve.
68. Diaphram ring.
66. Regulating spring.
65. Regulating nut.
W. Main reservoir.
61. Waste-pipe stud.

ployé, is of little value, for the reason that the continual movement of the car only affords each man a few hours instruction in a whole year, and therefore it is of vital importance that each employe should possess a thorough text book on the subject in order to be prepared for his examination when the car returns.

While the new style governor is very similar to the old style, the new one is much more reliable, as it is more positive in its action.

The governor is located on the steam pipe leading to the pump, as its purpose is to shut off the steam whenever the pump has compressed the required amount of air, and whenever the air pressure falls below standard the governor automatically reopens the valve in the steam pipe and keeps it open until the air pressure is again restored, when it again shuts off the steam.

This action is very simple. As the steam enters the governor at *x*, it passes under the steam valve (51), and through Y into the pump, and as long as the steam valve is unseated the pump will continue to work and compress air right up to boiler pressure; but as ninety pounds is all that is wanted in the main reservoir with the regular quick-action equipment, the tension spring of the governor must be set so that the steam valve will seat when ninety pounds is reached.

This is done as follows: you will notice that piston 53 rests on the stem of the steam valve, and that the area of piston 53 is several times greater than the area of the steam valve, which means that if the relative areas were as three is to one that when a fraction over fifty pounds of air got on top of piston 53 it would drive the steam valve to its seat against a steam pressure of 150 pounds.

The manner in which the air is admitted to the top of

piston 53 to stop the pump, or kept from it to allow the pump to run, is as follows: A small pipe leading from the main-reservoir return pipe is connected to the governor at W, which allows main-reservoir pressure to always fill the chamber under diaphram 67, and as this diaphram is held down by a tension spring (66) and as there is a small pin valve attached to the center of the diaphram which closes the port leading to the top of piston 53, whenever the air pressure becomes greater under the diaphram than the tension of the spring, it will cause it to raise and unseat the pin valve, and allow the air to reach the top of piston 53, causing it to seat the steam valve and stop the pump. If the tension spring 66 is properly set the pump will stop when there is ninety pounds in the main reservoir. Whenever the main-reservoir pressure gets lower than the tension of the spring, the diaphram valve drops back to its seat and the air escapes from the top of piston 53 through a small vent port (62) which allows spring 56 to aid the steam in lifting the steam valve from its seat.

If the vent port 62 is not kept open the pump will be slow in starting, for the air could only get off the top of piston 53 by passing down around packing ring 54 and out at the waste-pipe connection (*g*); stud 60 is tapped in the back of the governor under piston 53, to carry off any steam that might leak by the stem of valve 51, or any air that might leak around packing ring 54, consequently should both the vent port and the waste pipe become clogged the governor would not shut off the pump, and the main-reservoir pressure would run up to boiler pressure.

PLATES 29 AND 30—THE F-6 (1892 MODEL) ENGINEER'S BRAKE VALVE.

The engineer's brake valve is the device on the engine by means of which the engineer is enabled to charge up, and keep charged, the trainpipe and auxiliaries; apply the brakes, and keep them applied, release the brakes, and keep them released.

There are just four things that constitute the essential parts to a modern Westinghouse brake valve, viz: the rotary valve, the handle that controls the rotary, the equalizing discharge valve, and the feed valve attachment, or trainpipe governor. Of course there are gaskets, springs, packing rings, the equalizing reservoir, etc., but they are matters of detail.

There are five positions in which the handle of the standard F-6 and G-6 brake valves can be placed.

The first, or extreme left position is "full release," and is the position the handle should always be in when releasing brakes, or when it becomes necessary to charge up quickly, for in this position the air from the main reservoir flows through the largest ports in the rotary direct into the trainpipe.

The second position is called "running position," because the handle should be carried in this position while running along, for the reason that in this position the rotary valve is placed so that all the air that passes from the main reservoir into the trainpipe must go through the feed valve attachment, and as this attachment will only allow seventy pounds of air to get into the trainpipe (if set correctly, and unless the high-speed apparatus is being used), it enables the pump to maintain an excess pressure in the main reservoir, for if the pump governor is

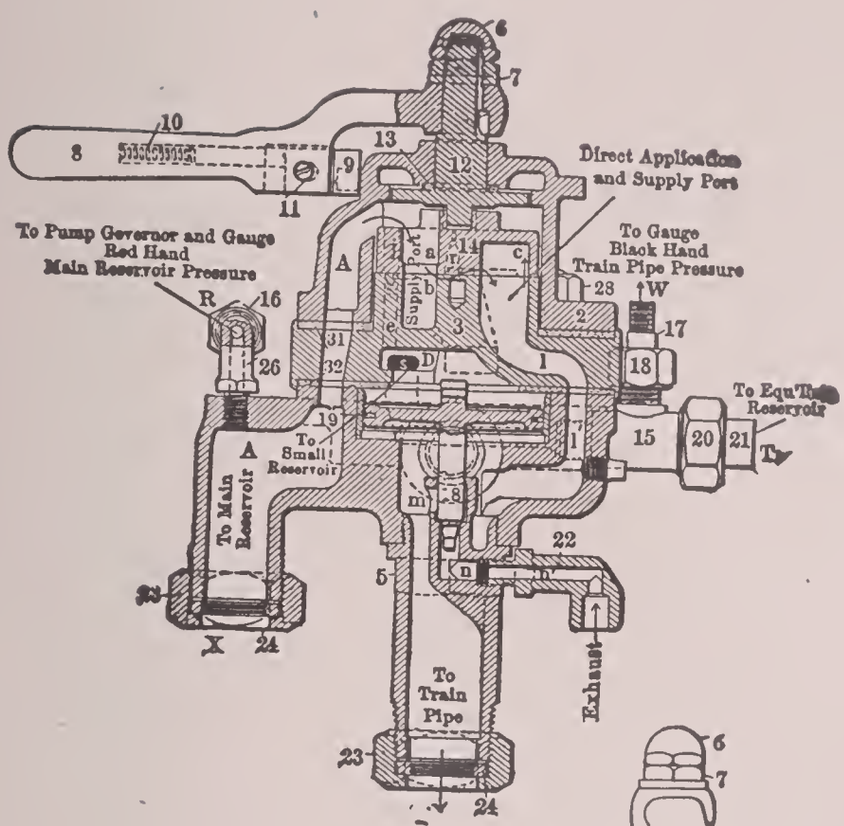


Fig. 1

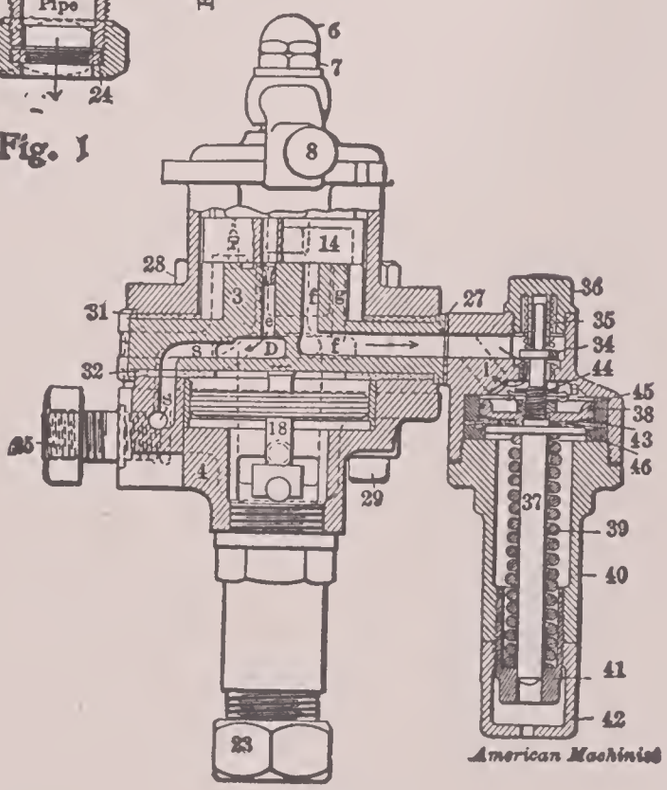


Fig. 3

PLATE NO. 29—F-6 BRAKE VALVE AND OLD STYLE FEED VALVE.

set at ninety pounds, and the feed valve set at seventy, there will naturally be twenty pounds greater pressure in the main reservoir than in the trainpipe before the pump is stopped by the governor.

Another reason why the handle must always be carried in running position while the train is running along, is because whenever the pressure in the trainpipe leaks down below the standard of seventy pounds, the feed valve will open automatically and allow the main reservoir pressure to again flow into the trainpipe until that pressure is restored, when it will automatically close itself, and allow the pump to again create the "excess" in the main reservoir.

The third position on the brake valve is "lap," and when the handle is in this position all ports are closed, so that no air can pass either into the trainpipe or out of it. After applying the brakes, the handle should be brought to lap carefully, and held there until it is desired to further reduce the trainpipe pressure or release the brakes, as the case may be, and when releasing the brakes the handle must be placed on full release position for a few seconds, according to the length of train and the amount of excess carried, before it is allowed to rest on running position.

The fourth position is called "service application position," because in this position the air is allowed to escape gradually from the trainpipe. In this position the air on top of the equalizing discharge valve is allowed to escape through the small preliminary exhaust port in the seat of the rotary so gradually that a sudden reduction on the trainpipe is prevented, for as the pressure on top of the discharge valve is allowed to escape, the trainpipe pressure below gradually forces it from its seat and there-

by opens the trainpipe exhaust. If the handle is left in service position until ten pounds is drawn from the top of the discharge valve and then placed on lap, the valve will not seat until a fraction over ten pounds has escaped from the trainpipe, when the pressure on top will then be the greatest and force the discharge valve back to its seat, and thereby close the trainpipe exhaust.

The fifth position is called "emergency application position," because when the handle is in this position the rotary connects the main trainpipe supply port with the main exhaust port, and the air is allowed to escape from the trainpipe direct to the atmosphere, regardless of the equalizing discharge valve, and this sudden reduction of trainpipe pressure allows the triples to be forced to their full stroke, as explained under plate 5, and thus causes the quick action, or emergency application. Emergency position should never be used except in case of danger. Owing to the rough manner in which some enginemen handle their brakes, this position is often called "criminal application position."

The parts of the F-6 brake valve are as follows: the handle, which controls the rotary, is marked 8, in Fig. 1; the lug (9) is forced out by a spring (10) so that the handle may be stopped in any desired position, and when placing the handle in any of the positions be sure that the bolt in the handle is right up against the lug on the brake valve, for the reason that the rotary valve is moved in exact accord with the handle. If the bolt or lug is worn the movement of the rotary will be correspondingly changed out of its proper alignment; 12 is the stem to one end of which the handle is fastened by nuts 6 and 7, and the other end is dove-tailed or keyed into the top of the rotary, so that whatever way the handle is turned the

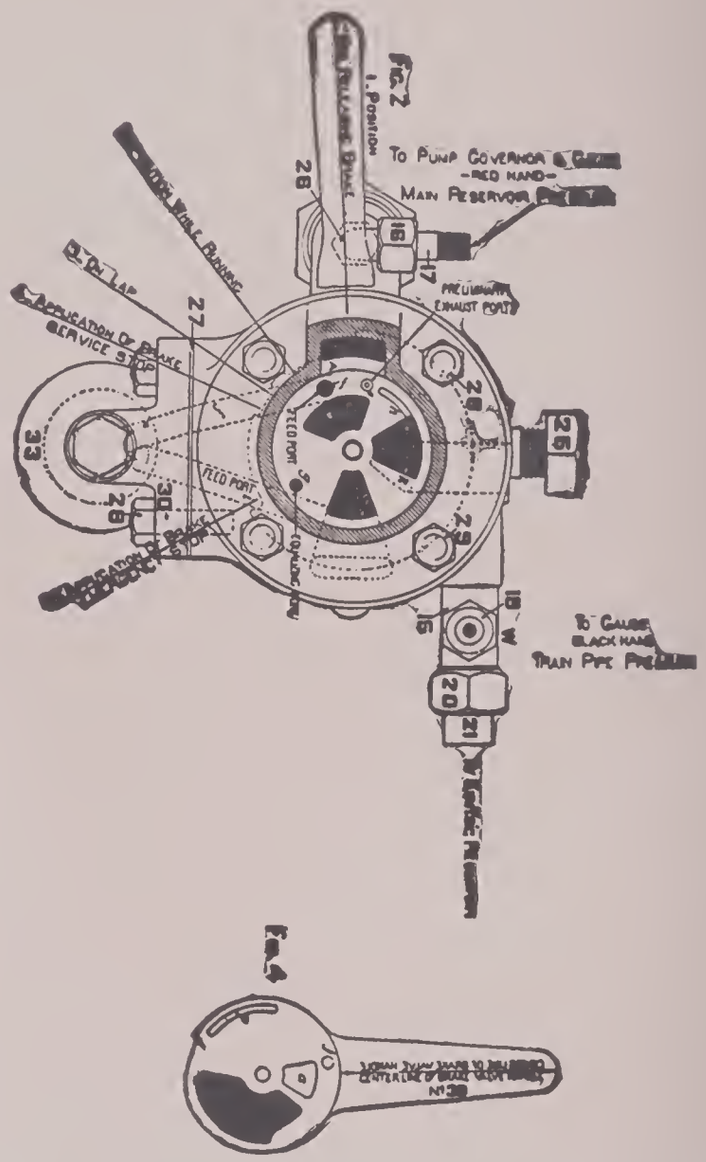


PLATE NO. 30—F-6 BRAKE VALVE—ROTARY AND SEAT.

DESCRIPTION OF PLATE 30—F-6 BRAKE VALVE.

Fig. 2 shows rotary seat and five positions of the handle.

Fig. 4 is the rotary and handle.

rotary is turned with it; 13 is a small leather gasket for the purpose of preventing any air from leaking out around the stem, as main reservoir pressure is always on top of the rotary and under the shoulder of stem 12, forcing it up against the casing. This gasket sometimes gets gummed up so badly that it causes the handle to move very hard; 14 is the rotary valve, and 3 is the rotary valve seat; 18 is the equalizing discharge valve, which controls the trainpipe exhaust *m* and *n*. The action of the discharge valve has already been explained under "service application position."

As cavity D above the discharge valve is very small, it is necessary to have a greater volume of air to control it than the cavity alone will contain, and this greater volume is supplied by a little drum, or equalizing reservoir, which holds about 500 cubic inches of air, and is located, usually, under the footboard of the cab. It is connected to the brake valve at T (Fig. 1), and from T to cavity D there is a connecting passage, as shown by *s* in Figs. 2 and 3, and as the little drum is always charged equally with cavity D, whenever the pressure in cavity D is reduced it is also reduced in the little drum. This greater volume is needed above the discharge valve to compensate for the volume in the trainpipe.

When the handle of the brake valve is placed in service position the rotary shuts off the main reservoir and also cavity D from the trainpipe, and allows the air to escape from cavity D by way of port *e*, groove *p* and preliminary exhaust port *h* to the atmosphere through the main exhaust *k*, and when the handle is moved to lap it closes the preliminary exhaust, and thus holds the little drum pressure at whatever it was reduced to, as shown by the black hand of the gauge, and when the trainpipe has exhausted

until it becomes less than the pressure in cavity D the discharge valve is forced to its seat by the pressure in the little drum, and stops any further flow of air from the trainpipe.

Nos. 34 to 46 in Fig. 3 of plate 29 all refer to the old style feed valve attachment as used on the F-6 brake valve. The essential parts are the supply valve (34), valve spring (35), diaphragm piston (37), regulating spring (39), regulating nut (41).

When the rotary is in running position the operation of the feed valve is as follows: the regulating spring being set at seventy pounds tension, it forces the piston up against the stem of the supply valve and raises it off its seat, causing the main reservoir pressure to flow from the top of the rotary down through port *j* in the rotary (Fig. 4, plate 30), and through port *f* in the rotary seat (Fig. 3, plate 29), through a passage (*f*), and under the supply valve to the top of the diaphragm piston, then through a port (shown by dotted lines, and marked *i*, Fig. 2, plate 30), which leads off the top of the piston into the trainpipe by way of the main supply port, as shown by dotted lines in Fig. 2. As the rotary is now in position so that the large cavity (*c*), as shown in Fig. 4, plate 30, connects the main supply port with the equalizing port *g* (which passes through the rotary seat into cavity D), the air that is passing from the top of the rotary through the feed valve into the trainpipe, is also filling cavity D, and the little drum, by way of ports *g* and *s*, as shown in Fig. 3, plate 29 (while plate 29 shows full release position, still ports *s* and *g* are plainly shown, and if the handle was moved to running position the port through the rotary that registers with port *c* in Fig. 3, would be in register with port *f*; port *g* is indicated by dotted lines).

In running position, when the trainpipe and little drum are charged up to seventy pounds there is also seventy pounds on top of the diaphragm piston, and as the regulating spring is set at a fraction less than seventy, the air pressure forces it down and allows the supply valve to seat and shut off the main reservoir from the trainpipe. But as soon as the pressure in the trainpipe falls below seventy, the piston is again forced up by the regulating spring and keeps the supply valve open until the pressure is again restored in the trainpipe.

The feed valve attachment is in operation *only* when the handle of the brake valve is in running position.

The course of the air through the brake valve in full release position is as follows: the return pipe from the main reservoir is connected to the brake valve at X, and passes directly to the top of the rotary through passage A, then through port *a* in the rotary into cavity *b* in the rotary seat and under a bridge in the rotary (which now stands midway over cavity *b*), and on over the seat of the rotary, through large cavity *c*, direct into the main supply port (1) to the trainpipe. In passing over the rotary seat the air also passes down through the equalizing port *g*, into cavity D, and from cavity D through port *s* into the little drum; and as the feed valve is cut out when the handle is in full release, both the little drum and trainpipe pressure would charge up to main reservoir pressure if the rotary was left in full release. In full release position, port *j* in the rotary registers with port *e* in the seat, so that cavity D charges faster in full release than in running position.

Always remember that the little drum is simply an enlargement of cavity D, and the same pressure is in both.

The Warning Port, through which the air is heard

escaping as long as the handle remains in full release, is a small port through the rotary about the size of a pin, which allows the main reservoir air to whistle through it to warn the engineer that he is liable to overcharge his trainpipe. It should always be kept clean.

The black hand of the gauge is piped to the little drum at W (Fig. 1, plate 29), as stud 17 is tapped into pipe 15 which connects the little drum with cavity D by way of port *s*.

The red hand of the gauge and also the pump governor are piped to the main reservoir pressure at R.

To make an emergency application the handle must be moved to the extreme right, when the large cavity (*c*) in the rotary will connect the main supply port (*l*) of the trainpipe with the main exhaust port (*k*), and allow the air in the trainpipe to exhaust directly into the atmosphere.

PLATES 31 AND 32—THE G-6 BRAKE VALVE AND NEW SLIDE VALVE FEED VALVE.

The G-6 brake valve is identical with the F-6, with the exception of the feed valve. In the new slide valve feed valve the only material change is that a slide valve controls the flow of air from the main reservoir into the trainpipe, which allows the pressure to be raised much quicker than it can be with the old style feed valve.

The working parts of the new slide valve feed valve are as follows: all of the essential parts of the old style feed valve are retained, as shown by plate 32 with slight modification, for 64 is the diaphragm piston, which instead of having a rubber diaphragm has two sheet-brass diaphragms (57) on the piston head, supported by a ring

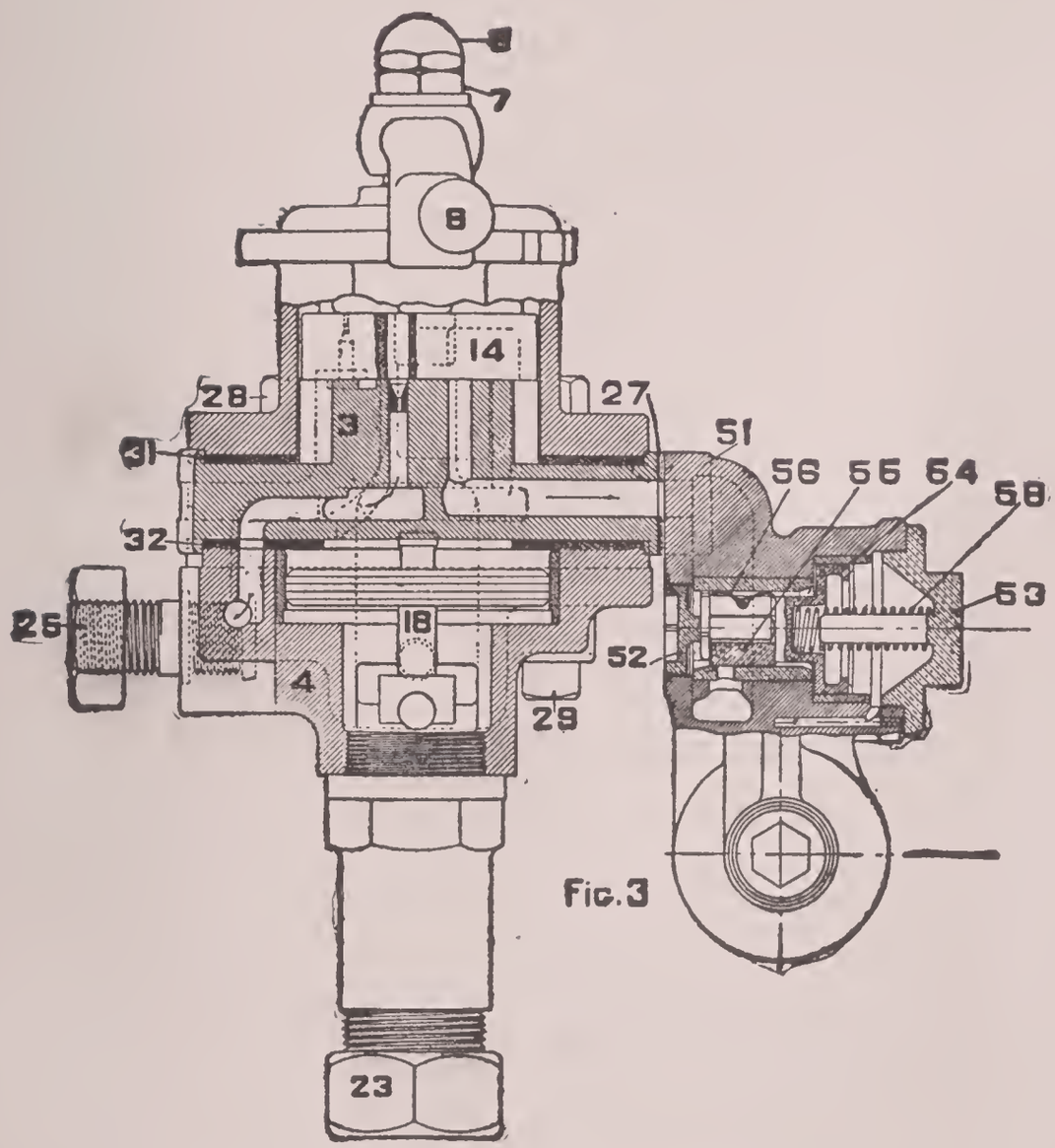


PLATE NO. 31—G-6 BRAKE VALVE.

DESCRIPTION OF PLATE 31—G-6 BRAKE VALVE.

Fig. 3 shows how the new slide valve feed valve is attached.

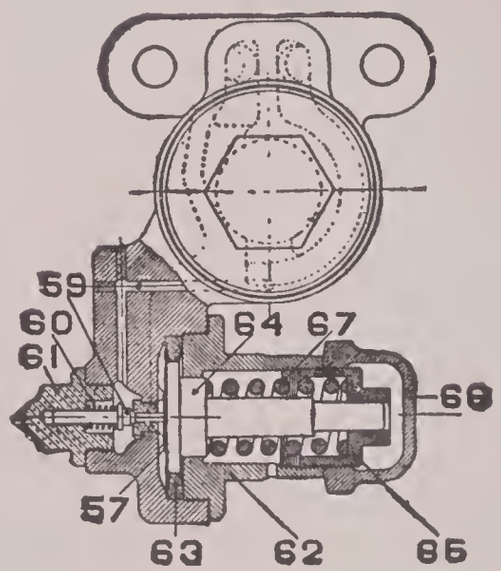


PLATE NO. 32—SLIDE VALVE FEED VALVE.

DESCRIPTION OF PLATE 32—SLIDE VALVE FEED VALVE.

57. Diaphragm piston.
59. Cut-off valve.
67. Regulating spring.
65. Regulating nut.

The slide valve is shown in Plate 31.

(63); 67 is the regulating spring; 65 the regulating nut; 59 a small valve corresponding exactly with supply valve 34 in the old style feed valve, and 60 is the spring which controls valve 59.

By Plate 31, Fig. 3, you will see that there is a slide valve (55) attached to a piston (54), and this piston is forced forward by a spring (58).

The action of the new slide valve feed valve is as follows: when the handle of the rotary is in running position, main reservoir pressure drives the slide valve and piston back, which uncovers a port in the slide valve seat that connects with feed port *i*, and as the slide valve does not move until the trainpipe is fully charged, it causes the pressure to be restored very quickly after it has been reduced from any cause.

The reason the slide valve does not move until the pressure is restored is because the piston has no packing rings, and the air is allowed to circulate by it through a small passage that leads to the supply valve chamber, from which it passes under the cut-off valve across the diaphragm into feed port *i*, and when there is a pressure of seventy pounds on the diaphragm it moves away from the supply valve and allows it to seat, when the circulation by the piston is stopped, causing the pressure to equalize on both sides of the slide valve piston, when spring 58 moves the slide valve and closes communication between the main reservoir and the trainpipe. Whenever trainpipe pressure falls below seventy the diaphragm forces valve 59 off its seat and the same action is repeated as before.

THE WESTINGHOUSE E. T. LOCOMOTIVE BRAKE EQUIPMENT—FOR INDEPENDENT CONTROL OF ENGINE AND TRAIN BRAKES.

The great disadvantage of the old style combined automatic and straight air brake valve is that it cannot be used to independently release an automatic application of the engine brakes, because the double check valve prevents it, nor can it be used to retain an automatic application at anything less than what the straight air reducing valve is set, and another serious objection to it is the fact that in automatic applications engine and tender brakes are not operated as a unit, which they should be. To meet and overcome these objections it was necessary to produce a new type of engine equipment, and the Westinghouse E. T. is one of several new types of engine equipments designed for this purpose.

The object of the E. T. Equipment is to provide a means whereby an engineer can operate the locomotive and train brakes independently or together, as conditions may require.

The letters E. T. signify Engine and Tender, and while this equipment was first introduced in 1905, it has, however, just recently been brought to its present state of development. During the experimental period of this equipment there have been six styles of it produced, but the No. 5 and No. 6 are the only styles that need to be explained, as the others are now obsolete and are not being made.

Before explaining the difference between the No. 5 and No. 6, I will first describe the functions and the parts which go to make up this equipment.

Aside from the pump, main reservoir and brake cylinders, the essential parts of the E. T. equipment consist of two brake valves and a distributing valve, two reducing valves and a duplex pump governor. One brake valve is known as the "Automatic" and the other as the "Independent." The automatic is used in applying and releasing the train and engine brakes together, just the same as the old style brake valve, and also to hold the engine while releasing the train brakes, and the independent valve is used to operate the engine brakes separately from the train brakes, but in all cases the action of the engine brakes is dependent upon the operation of what is known as the distributing valve, the parts of which are practically the same as two triple valves. For instance, if it is desired to make an independent application of the engine brakes, it is necessary to pass the air from the main reservoir by way of the independent brake valve to a chamber in the distributing valve known as the application cylinder in order to cause the mechanism in the distributing valve to admit main reservoir pressure into the brake cylinders on the engine and tender; consequently if the distributing valve is inoperative you cannot make either an independent or automatic application of the engine brakes. Under certain conditions the automatic side of the distributing valve can be cut out and still allow the independent portion to be operative, but if the distributing valve itself has to be cut out, then you can get no action whatever of the engine brakes. In operation the important advantages of the E. T. equipment are that the locomotive brakes may be used with,

or independent of the train brakes, and this without regard to the position of the locomotive in the train. The brake cylinder pressure on the engine can be automatically maintained by the distributing valve regardless of ordinary brake cylinder leakage and of variation in piston travel, if the pipe connections between the brake valves and the distributing valve are perfectly tight.

The engine brakes can be graduated off with either brake valve, and independently graduated on with the independent brake valve; hence, in all kinds of service the train may be handled without shock or danger of parting, and in passenger service you can make smooth, accurate stops with much greater ease than was heretofore possible with the old style Westinghouse equipment.

MANIPULATION.

The instructions for manipulating the E. T. equipment are similar to those given for the combined automatic and straight air brake, and for the No. 6 equipment they are briefly as follows:

When not in use carry the handles of both brake valves in running position.

To apply the engine and train brakes together, move the handle of the automatic valve to service position and come back to lap position the same as with the old style brake valve.

To release the engine and train brakes together, place the handle in running position, but don't do this on a long train.

To release the train and hold the engine, place the handle of the automatic valve in release position and keep it there until the triples have had a chance to release,

then place the handle in holding position long enough to keep the slack from running out, when you will then bring the handle to running position to let off the engine brakes.

To graduate off the engine brakes, move the handle of the automatic valve back and forth between holding and running positions until the brakes are fully released.

To apply the engine brakes independently of the train brakes, place the handle of the independent valve in application position just long enough to get the desired amount of brake pressure in the brake cylinders, then come back to lap and leave it there until it is time to release the brakes, and then come to running position.

To graduate off an independent application, move the handle of the independent valve back and forth between lap and running position until the brakes are fully released.

To independently release the engine brakes while the train brakes are applied and the automatic valve is on lap, you must place the handle of the independent valve in release position long enough to exhaust the pressure from the application cylinder of the distributing valve which will cause the brake cylinder pressure to force the application piston of distributing valve to release position and thereby let the brake cylinder pressure exhaust.

To apply the brakes in emergency, move the handle of the automatic valve quickly to emergency position, the same as you would with the old style equipment, and leave it there until the train stops or the danger is past.

Always remember that with all freight trains you must be careful not to return the handle of the automatic valve from release position too soon, because, if you do, your pump is likely to stop, and after returning the handle to

holding position you must be careful not to bring it to running position until you know that all triples have gone to release position, for if you don't watch this point you are likely to pull out a drawhead, or at least give the train a fearful shock.

In handling passenger trains to make a smooth and accurate two application stop, you must make the first application heavy enough to bring the speed of the train down to about fifteen miles an hour, and at the proper distance from the stopping point you will release the train brakes by using release position of the automatic valve, and then release the engine brakes by using running position for two or three seconds before re-applying.

In making the final release, you must be careful not to hold the handle too long in release position, as the engine brakes should be off when the train stops, in order to avoid a shock.

When double-heading, you must carry the handle of the H-6 automatic valve in running position, but with the No. 5 equipment the handle is carried on lap.

While handling long trains of cars, in road or switching service, the independent brake should be operated with care, to prevent damage to cars and lading, caused by running the slack in or out too hard. In cases of emergency arising while the independent brake is applied, apply the automatic brake instantly. The safety valve will restrict the brake-cylinder pressure to the proper maximum.

The brakes on the locomotive and on the train should be alternated in heavy grade service to prevent overheating of driving-wheel tires and to assist the pressure retaining valves in holding the train while the auxiliary reservoirs are being recharged. This is done by keep-

ing the locomotive brakes released by use of the independent brake-valve when train brakes are applied, and applying locomotive brakes just before train brakes are released, and then releasing locomotive brakes after train brakes are reapplied.

When all brakes are applied automatically, to graduate off or entirely release the *locomotive brakes only*, use *release position* of the independent brake valve.

The red hand of gauge No. 2 will show at all times the pressure in the locomotive brake cylinders, and this hand should be observed in brake manipulation.

Release Position of the *Independent Brake Valve* will release the locomotive brakes under any and all conditions, provided the distributing valve is in good order; but sometimes it is necessary to hold the handle in release position in order to keep the engine brakes from reapplying on account of the flow of air from the pressure chamber to the application chamber, or a leak past the application piston packing rings.

The train brakes should invariably be released before detaching the locomotive, holding with hand brakes where necessary. This is especially important on a grade as there is otherwise no assurance that the car, cars, or train so detached will not start when the air brakes leak off, as they may in a short time where there is considerable leakage.

The automatic brakes should never be used to hold a standing locomotive or a train even where the locomotive is not detached, for longer than ten minutes, and not for such time if the grade is very steep or the condition of the brakes is not good. The safest method is to hold with hand brakes only and keep the auxiliary reservoirs fully charged so as to guard against a start

from brakes leading off, and to be ready to obtain any part of full braking power immediately on starting.

The independent brake is a very important safety feature in this connection, as it will hold a locomotive with a leaky throttle or quite a heavy train on a fairly steep grade if, as the automatic brakes are released, the slack is prevented from running in or out (depending on the tendency of the grade), and giving the locomotive a start.

When leaving the engine while doing work about it, or when it is standing at a coal chute or water plug, always leave the independent-brake-valve handle in *application position.*

In case the automatic brakes are applied by a bursted hose, a break-in-two or the use of a conductor's valve, place the handle of the automatic brake valve on lap.

Where there are two or more locomotives in a train, the *double-heading cock must be closed,* and the handle of the automatic brake valve must be carried in *running position* on each engine, in order to permit the engine brakes to release automatically.

Before leaving the round house, the engineer should try the brakes with both brake valves, and see that no serious leaks exist. The pipes between the distributing valve and the brake valves should be absolutely tight, as a leak from the application cylinder will let off the engine brakes unless the independent valve is kept in application position.

NAMES OF PIPING.

DISCHARGE PIPE: Connects the Air Pump to the first Main Reservoir.

CONNECTING PIPE: Connects the two Main Reservoirs.

MAIN-RESERVOIR PIPE: Connects the second main reservoir to the Automatic Brake Valve, Distributing Valve, Feed Valve, Reducing Valve, and Pump Governor.

FEED-VALVE PIPE: Connects the Feed Valve to the Automatic Brake Valve.

LOW-PRESSURE GOVERNOR PIPE: Connects the Feed-Valve Pipe to the Low-Pressure Head of the Pump Governor.

REDUCING-VALVE PIPE: Connects the Reducing Valve to the Independent Brake Valve, and to the Signal System, when used.

BRAKE PIPE: Connects the Automatic Brake Valve with the Distributing Valve and all Triple Valves on the cars in the train.

BRAKE-CYLINDER PIPE: Connects the Distributing Valve with the Driver, Tender and Truck-Brake Cylinders.

APPLICATION-CYLINDER PIPE: Connects the Application Cylinder of the Distributing Valve to the Independent and Automatic Brake Valves.

DISTRIBUTING VALVE RELEASE PIPE: Connects the Application Cylinder exhaust port of the Distributing Valve to the Automatic Brake Valve through the Independent Brake Valve.

ARRANGEMENT OF APPARATUS.

Plate 33 is a diagram giving the designations of apparatus and piping.

Referring to Plate 33, air compressed by the pump passes as usual to the main reservoirs and the main-reservoir pipe. The main-reservoir cut-out cock is to cut off and vent the air from the main-reservoir pipe, when removing any of the apparatus except the governor. The end toward the main reservoir is tapped for a connection to the Pump Governor. Before this cock is closed the double-heading cock should be closed, and the brake-valve handle placed in release position. This is to prevent the slide valve of the feed valve, and the rotary valve of the brake valve, being lifted from their seats.

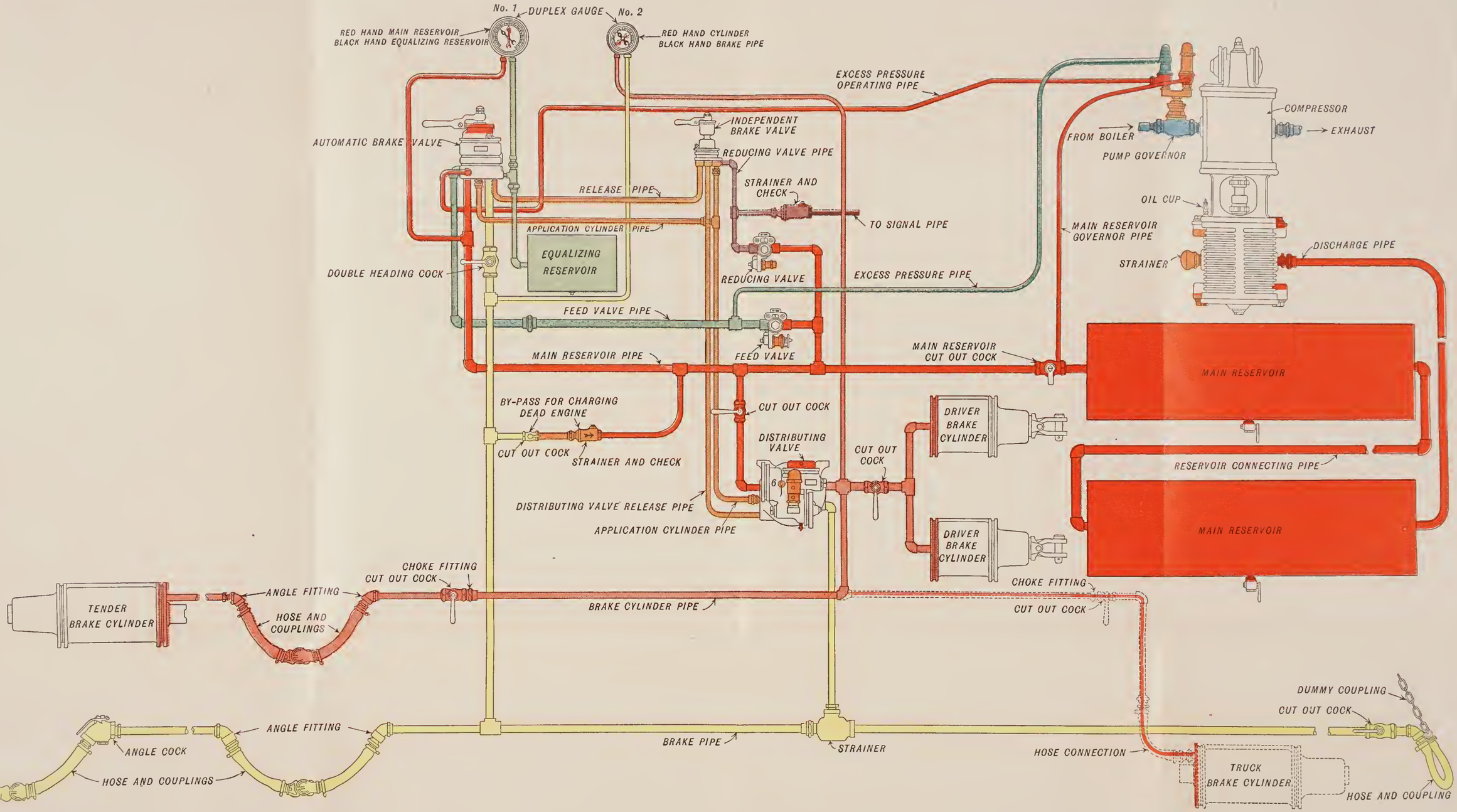
Beyond the main-reservoir cut-out cock, the reservoir pipe has four branches, one of which runs to the automatic brake valve, one to the feed valve, one to the reducing valve, and one to the distributing valve. As a result, the automatic brake valve receives air from the main reservoir in two ways, one direct and the other through the Feed Valve.

The Feed-Valve Pipe from the feed valve to the automatic brake valve has a branch to the top or spring-box of the low-pressure head of the duplex governor.

The third branch of the main reservoir pipe connects with the reducing valve. Air at the pressure for which this valve is set (45 pounds) is supplied to the independent brake valve through the reducing-valve pipe. When the air signal system is installed, it is connected to the reducing valve pipe, in which case the reducing valve takes the place of the signal-reducing valve formerly employed. In the branch pipe supplying the air signal

PRESSURES

REDUCING VALVE PIPE | ATMOSPHERIC | SIGNAL PIPE | FEED VALVE PIPE | EXHAUST STEAM | BRAKE VALVE EQUALIZING RESERVOIR | BRAKE PIPE | MAIN RESERVOIR | BRAKE CYLINDER | LIVE STEAM



WESTINGHOUSE AIR BRAKE SERIES

INSTRUCTION DIAGRAM OF PIPING CONNECTIONS, No. 6 E T LOCOMOTIVE BRAKE EQUIPMENT

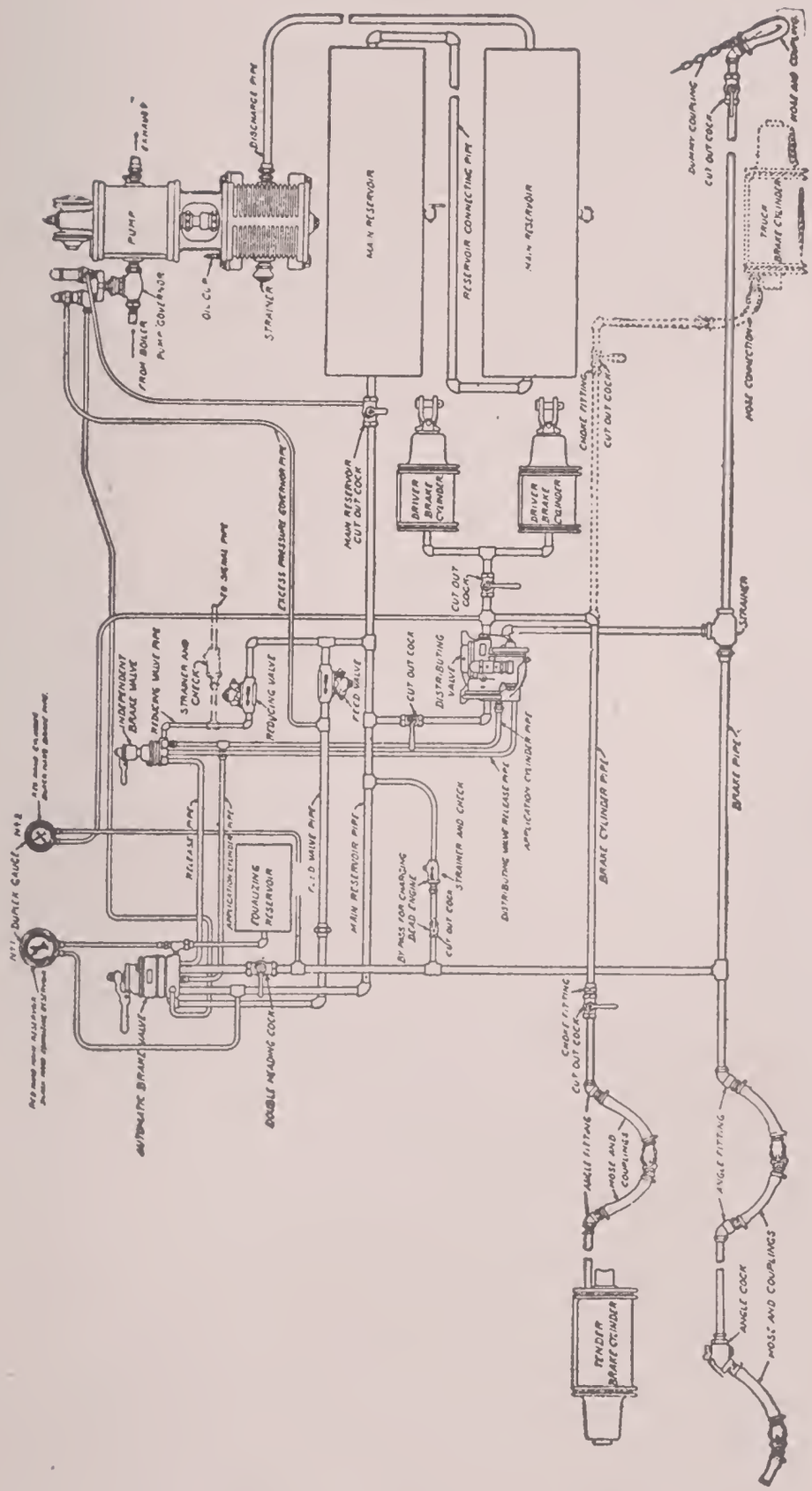


PLATE NO. 33—INSTRUCTION DIAGRAM OF THE NO. 6 E.-T. EQUIPMENT.

system are placed a combined strainer and check-valve, and a choke fitting. The strainer prevents any dirt from reaching the check valve and choke fitting. The check valve prevents air from flowing back from the signal pipe when the independent brake is applied. The choke fitting prevents the reducing valve from raising the signal-pipe pressure so quickly as to destroy the operation of the signal.

The distributing valve has five pipe connections, made through the end of the double-chamber reservoir, three on the left and two on the right. Of the three on the left, the upper is the supply from the main reservoir, the intermediate is the application cylinder pipe, leading to the independent, and automatic brake valves, and the lower is the distributing valve release pipe leading through the independent brake valve, (when the handle is in running position) to the automatic brake valve.

Of the two on the right, the lower is the brake pipe branch connection and the upper is the brake cylinder pipe, branching to all brake cylinders on the engine and tender. In this pipe are placed cocks for cutting out the brake cylinders when necessary, and in the engine truck, and tender brake cylinder cut-out cocks, are placed choke fittings to prevent serious loss of main reservoir air, and the release of the other locomotive brakes during a stop, in case of a burst brake cylinder hose.

The two duplex air gauges are connected as follows. Gauge No. 1, red hand, to main reservoir pipe under the automatic brake valve, black hand to gauge pipe tee of the automatic brake valve.

Gauge No. 2, red hand to the brake cylinder pipe, black hand to the brake pipe below the double-heading cock. The amount of reduction made during an auto-

matic application is indicated by the black hand of gauge No. 1.

The black hand of gauge No. 2 is to show the brake pipe pressure when the engine is second in double-header, or a helper.

The automatic brake-valve connections other than those already mentioned are, the brake pipe, the main reservoir, the equalizing reservoir and the lower connection to the low-pressure head of the pump governor.

PRINCIPLES OF OPERATION.

Before taking up the description of each part of this equipment, the fact should be emphasized that the principles governing the operation of it are just the same as those of previous equipments. The difference consists in the means for supplying the air pressure to the brake cylinders. Instead of a triple valve and auxiliary reservoir for each of the engine and tender equipments, the distributing valve is made to supply all brake cylinders. The distributing valve consists of two portions called the "equalizing portion" and "application portion." It is connected to a "double-chamber reservoir," the two chambers of which are called respectively the "pressure chamber" and the "application chamber." The latter is ordinarily connected to the application portion of the distributing valve in such a way as to enlarge the volume of that part of it called the "application cylinder." Plate 34. The connections between these parts as well as their operation, may be compared with that of a miniature brake set—the equalizing portion representing the triple valve; the pressure chamber, the auxiliary reservoir; and the application portion always having

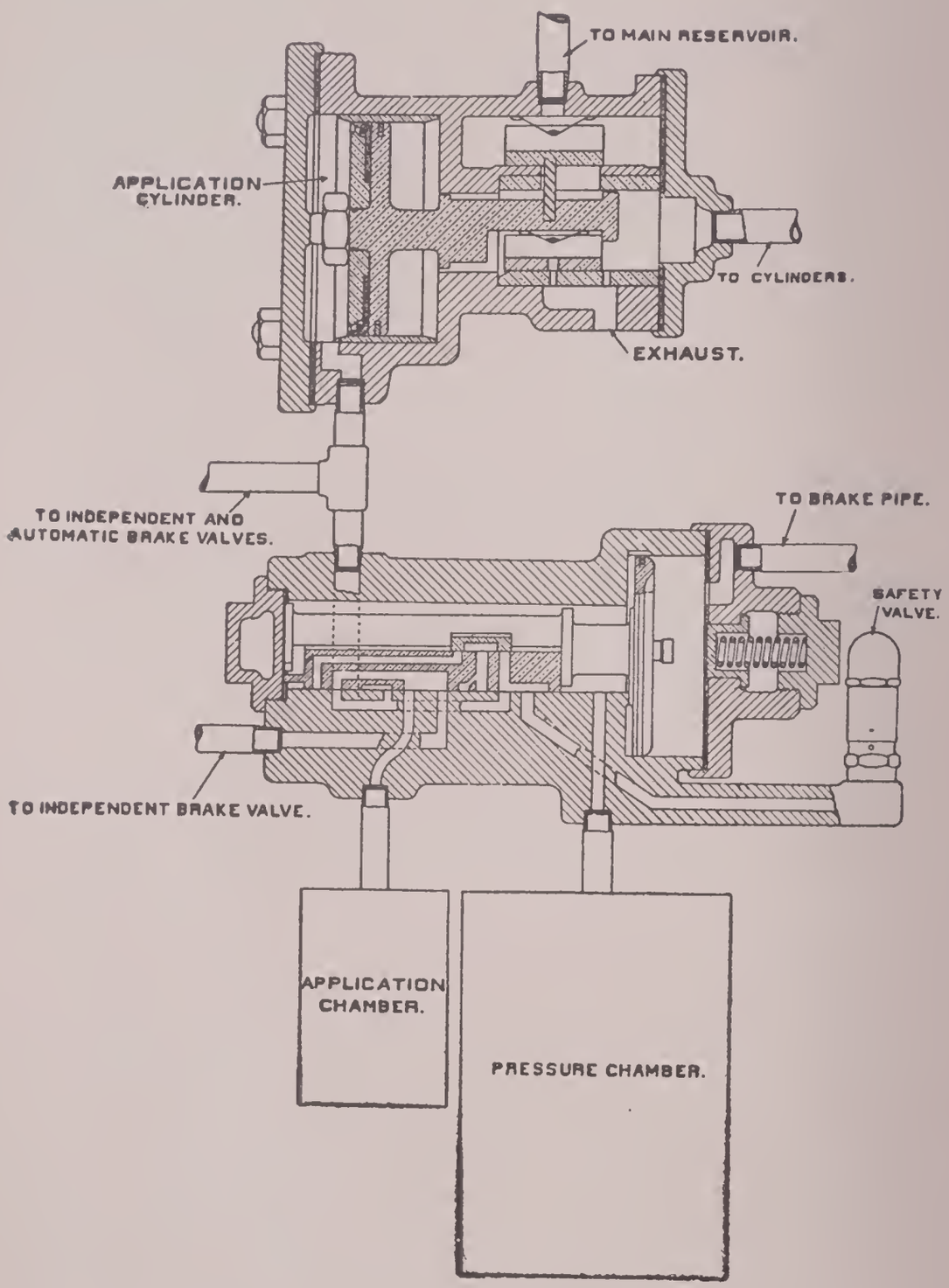


PLATE NO. 34—DIAGRAMMATIC VIEW OF THE ESSENTIAL PARTS OF THE DISTRIBUTING VALVE, AND DOUBLE-CHAMBER RESERVOIR.

practically the same pressure in its cylinder as that in the brake cylinders. This is shown by the diagrammatic illustration in Plate 34. For convenience, compactness and security they are combined in one device as shown in Plates 35, 36 and 37. The equalizing portion and pressure chamber are used in automatic applications only; reductions of brake-pipe pressure cause the equalizing valve to connect the pressure chamber to the application cylinder, allowing air to flow from the former to the latter. The upper slide valve connected to the piston rod of the application portion, admits air to the brake cylinders and is called the "application valve," while the lower one releases the air from the brake cylinders and is called the "exhaust valve." As the air admitted to the brake cylinders comes directly from the main reservoirs, the supply is practically unlimited. Any pressure in the application cylinder will force the application piston to close the exhaust valve, open the application valve and admit air from the main-reservoirs to the locomotive brake cylinders until their pressure equals that in the application cylinder; also any variation of application-cylinder pressure will be exactly duplicated in the locomotive brake cylinders, and the resulting pressure maintained regardless of any brake-cylinder leakage. The whole operation of this locomotive brake, therefore, consists in admitting and releasing air pressure into or out of the application cylinder; in independent applications, directly through the independent brake valve; in automatic applications, by means of the equalizing portion and the air pressure stored in the pressure chamber.

The well-known principle embodied in the quick-action triple valve, by which it gives a high braking power in emergency applications, and a sufficiently lower one in

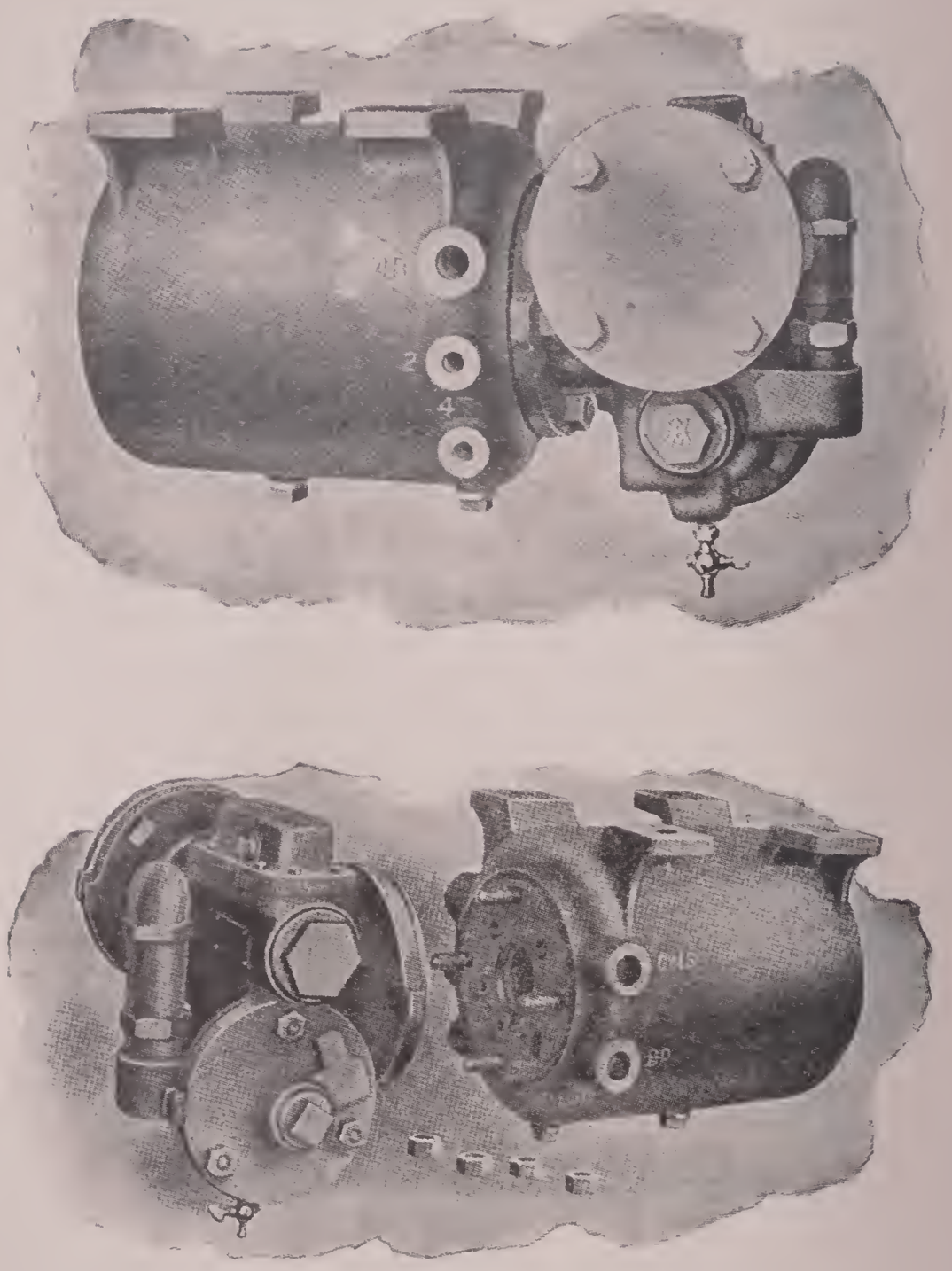


PLATE NO. 35—NO. 6 DISTRIBUTING VALVE AND DOUBLE CHAMBER RESERVOIR.

CONNECTIONS:

MR—Main-Reservoir Pipe; 4—Distributing-Valve Release Pipe; 2—Application-Cylinder Pipe; CYLS—Brake-Cylinder Pipe; BP—Brake Pipe.

full service applications, to provide a desired protection against wheel sliding, is embodied in the No. 6 distributing valve. This is accomplished by cutting off the application chamber from the application cylinder in all emergency applications. In such applications, the pressure chamber has to fill the small volume of the application cylinder only, thus giving a high equalization, and a correspondingly high brake-cylinder pressure. In service applications, it must fill the same volume combined with that of the application chamber, thus giving a lower equalization and correspondingly lower brake-cylinder pressure.

The following description gives the operation in detail:

THE NO. 6 DISTRIBUTING VALVE.

This valve is the important feature of the E.-T. equipment. Plate 35 shows photographic views of the valve and its double-chamber reservoir. The pipe connections, as previously referred to, are plainly shown. Plate 36 shows the two chambers of the reservoir. The safety valve, 34, is an essential part of the distributing valve, and is described later on.

Referring to Plates 36 and 37, the names of parts of this apparatus are as follows: 2, Body; 3, Application-Valve Cover; 4, Cover Screw; 5, Application Valve; 6, Application-Valve Spring; 7, Application-Cylinder Cover; 8, Cylinder-Cover Bolt and Nut; 9, Cylinder-Cover Gasket; 10, Application Piston; 11, Piston Follower; 12, Packing-Leather Expander; 13, Packing Leather; 14, Application-Piston Nut; 15, Application-Piston Packing Ring; 16, Exhaust Valve; 17, Exhaust-Valve Spring; 18, Application-Valve Pin; 19, Applica-

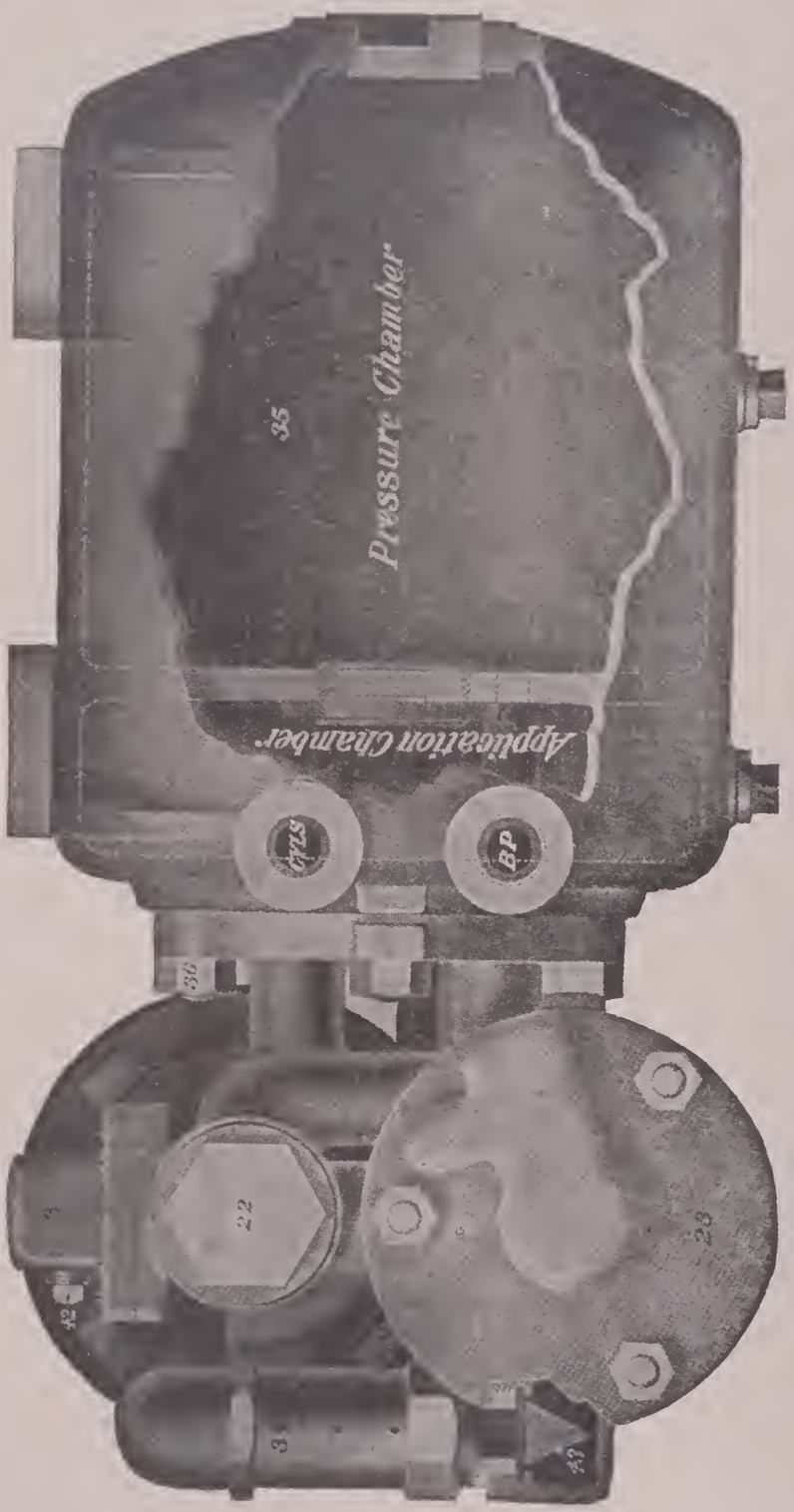


PLATE NO. 36—NO. 6 DISTRIBUTING VALVE AND DOUBLE-CHAMBER RESERVOIR. PIPE CONNECTIONS:
CYLS—Brake-Cylinder Pipe; BP—Brake Pipe.

tion-Piston Graduating Stem; 20, Application-Piston Graduating Spring; 21, Graduating-Stem Nut; 22, Upper Cap Nut; 23, Equalizing-Cylinder Cap; 24, Cylinder-Cap Bolt and Nut; 25, Cylinder-Cap Gasket; 26, Equalizing Piston; 27, Equalizing-Piston Packing Ring; 28. Graduating Valve; 29, Graduating-Valve Spring; 31.

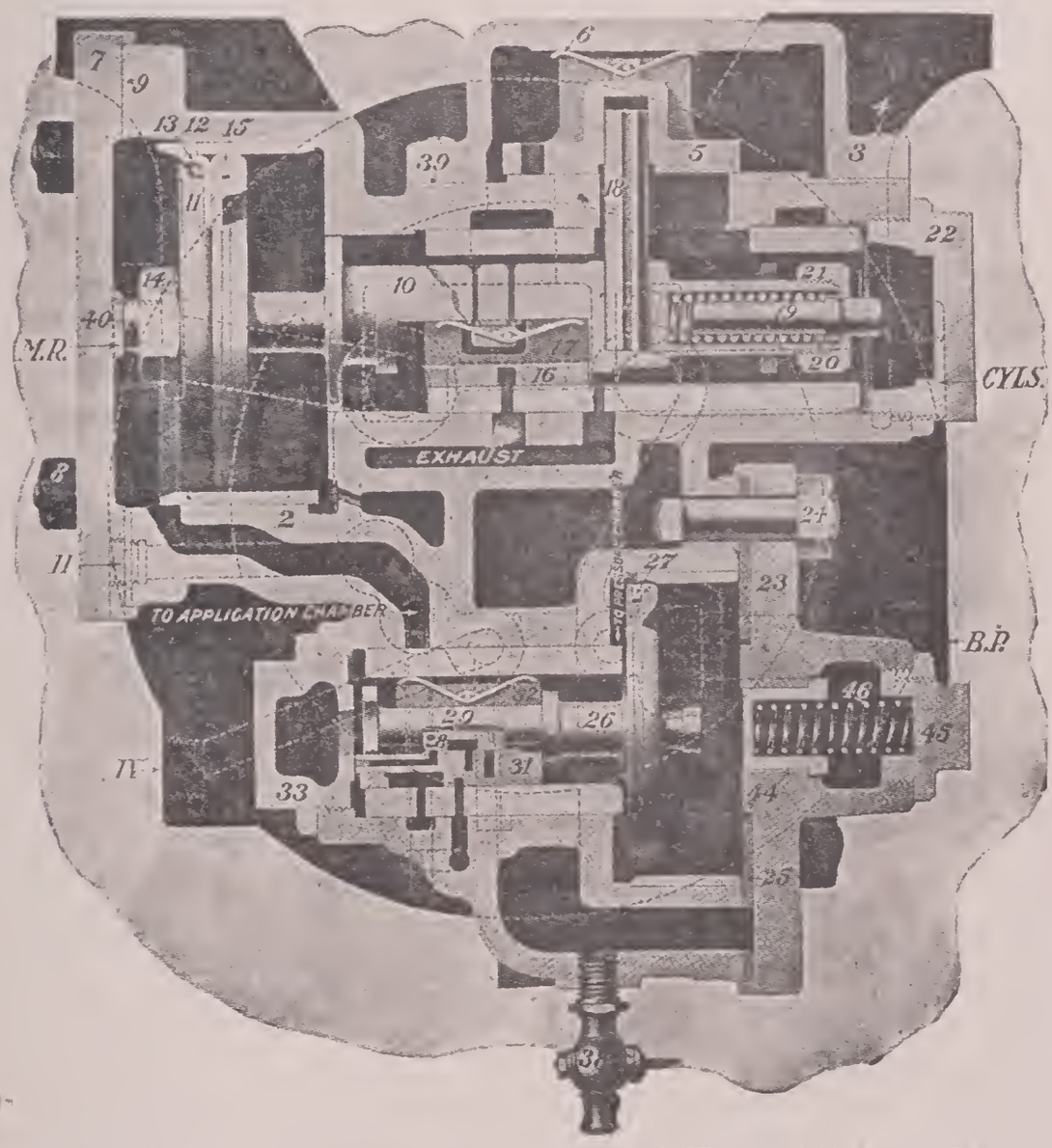


PLATE NO 37—NO. 6 DISTRIBUTING VALVE. CROSS-SECTIONAL VIEW.

CONNECTIONS:

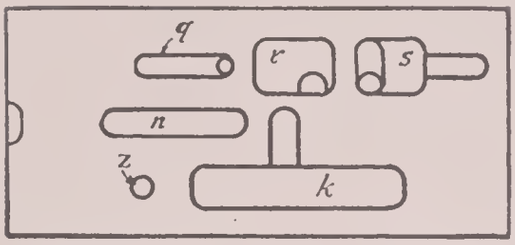
MR—Main-Reservoir Pipe; IV—Distributing-Valve-Release Pipe; II—Application-Cylinder Pipe; CYLS—Brake-Cylinder Pipe; BP—Brake Pipe.

Equalizing Valve; 32, Equalizing-Valve Spring; 33, Lower Cap Nut; 34, Safety Valve; 35, Double-Chamber Reservoir; 36, Reservoir Stud and Nut; 37, Reservoir Drain Plug; 38, Distributing-Valve Drain Cock; 39, Application-Valve-Cover Gasket; 40, Application-Piston Cotter; 41, Distributing-Valve Gasket (not shown); 42, Oil Plug; 43, Safety-Valve Air Strainer; 44, Equalizing-Piston Graduating Sleeve; 45, Equalizing-Piston Graduating-Spring Nut; 46, Equalizing-Piston Graduating Spring.

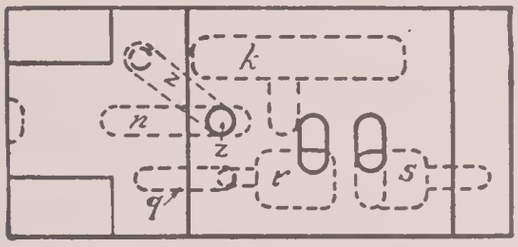
To simplify the tracing of the ports and connections, the various positions of this valve are illustrated in nine diagrammatic views; that is, the valve is distorted to show the parts differently than actually constructed with the object of explaining the operation clearly instead of showing exactly how they are designed. The chambers of the reservoir are for convenience indicated at the bottom as a portion of the valve itself. In Plate 37 equalizing piston 26, graduating valve 28, and equalizing slide valve 31, are shown as actually constructed. But as there are ports in the valves which cannot thus be clearly indicated, the diagrammatic illustrations show each slide valve considerably elongated so as to make all the ports appear in one plane, with similar treatment of the equalizing valve seat. Plate 38 shows the correct location of these ports.

Referring to Plate 39 it will be seen that main-reservoir pressure is always present in the chamber surrounding application valve 5 by its connection through passage *a*, *a*, to the main-reservoir pipe. Chamber *b* to the right of application piston 10 is always in free communication with the brake cylinders, through passage *c* and the brake-cylinder pipe. Application cylinder *g* at the left

PLAN OF
GRADUATING VALVE.

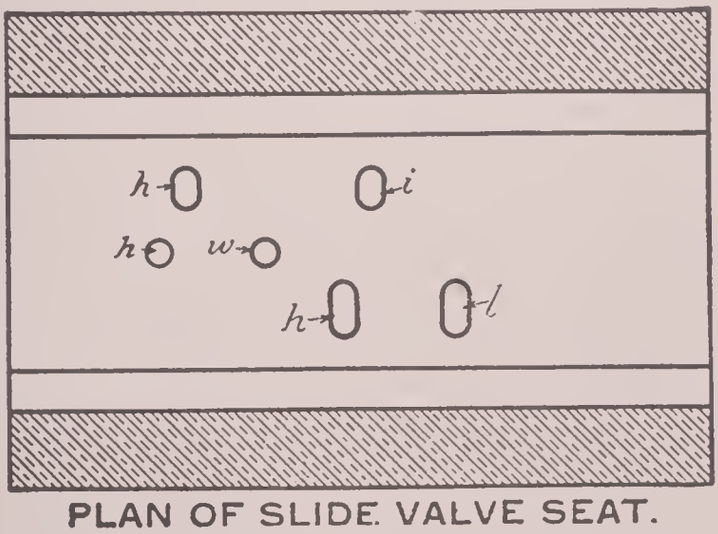


FACE OF SLIDE VALVE.



PLAN OF SLIDE VALVE.

(Looking through the top, the dotted lines indicate the cavities in the bottom face of slide valve.)



PLAN OF SLIDE VALVE SEAT.

PLATE NO. '38—GRADUATING VALVE, EQUALIZING VALVE, AND EQUALIZING-VALVE SEAT OF NO. 6 DISTRIBUTING VALVE.

of application piston 10 is connected by passage *h* with the equalizing-valve seat, and to the brake valves through the application-cylinder pipe.

AUTOMATIC OPERATION OF THE DISTRIBUTING VALVE.

CHARGING. Referring to Plate 39, which shows the movable parts of the valve in the release position, it will be seen that as chamber *p* is connected to the brake pipe, brake-pipe air flows through the feed groove *x* around the top of piston 26 into the chamber above equalizing valve 31, and through port *o* to the pressure chamber, until the pressures on both sides of the piston are equal.

SERVICE. When a service application is made with the automatic brake valve, the brake-pipe pressure in chamber *p* is reduced, causing a difference in pressure on the two sides of this piston, which results in the piston moving toward the right. The first movement of the piston closes the feed groove, and at the same time moves the graduating valve until it uncovers the upper end of port *s* in the equalizing valve 31. As the piston continues its movement, the shoulder on the end of its stem engages the equalizing valve which is then also moved to the right until the piston strikes equalizing-piston graduating sleeve 44, graduating spring 46 preventing further movement; port *s* in the equalizing valve then registers with port *h* in the seat, and cavity *n* in the equalizing valve connects ports *h* and *w* in the seat. As the equalizing-valve chamber is always in communication with the pressure chamber, air can now flow from the latter to both the application cylinder and application chamber. This pressure forces application piston 10 to the right,

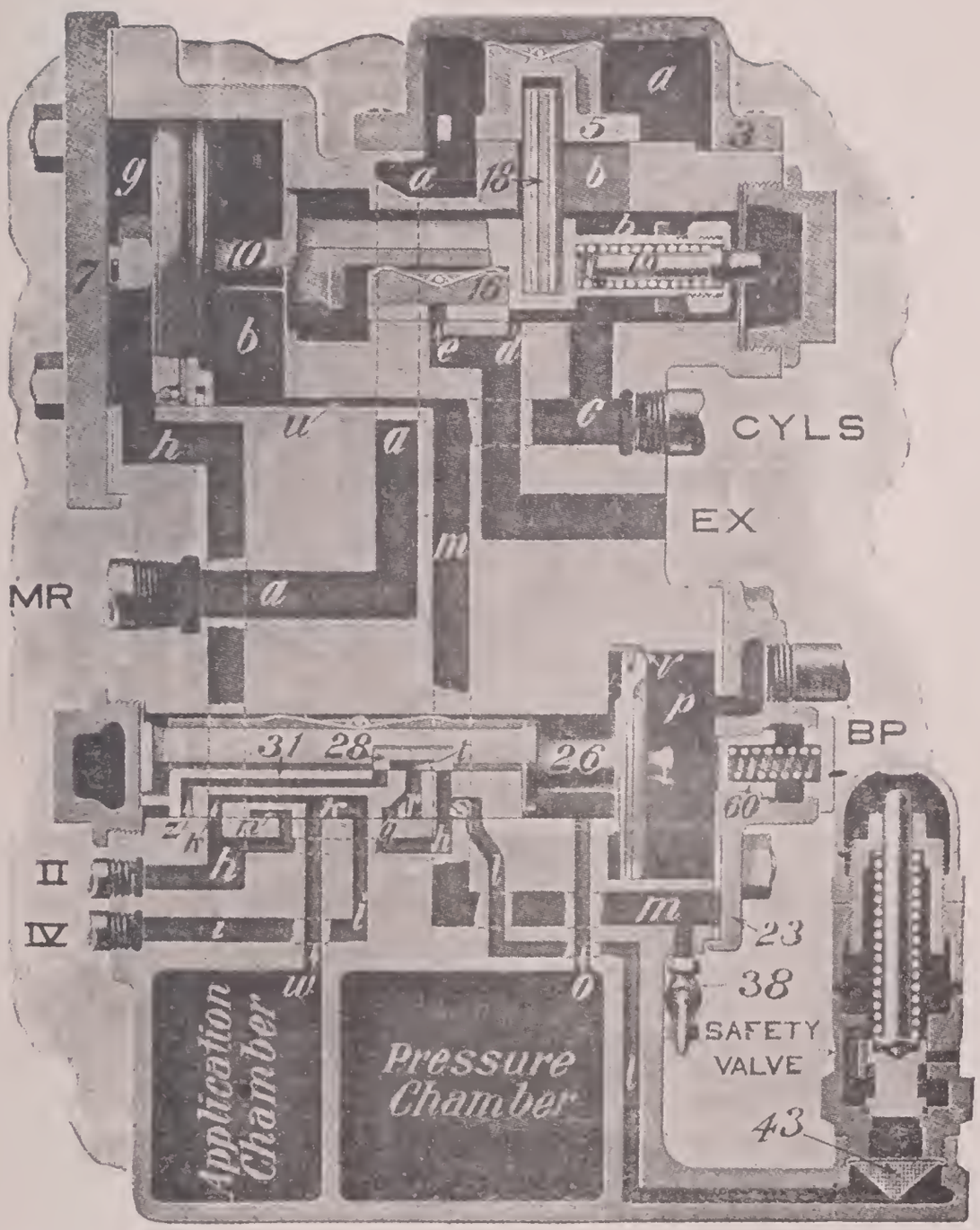


PLATE NO. 39—NO 6 DISTRIBUTING VALVE RELEASE POSITION, AUTOMATIC OR INDEPENDENT

CONNECTIONS:

MR—Main-Reservoir Pipe; IV—Distributing-Valve Release Pipe; II—Application-Cylinder Pipe; CYLS—Brake-Cylinder Pipe; BP—Brake Pipe.

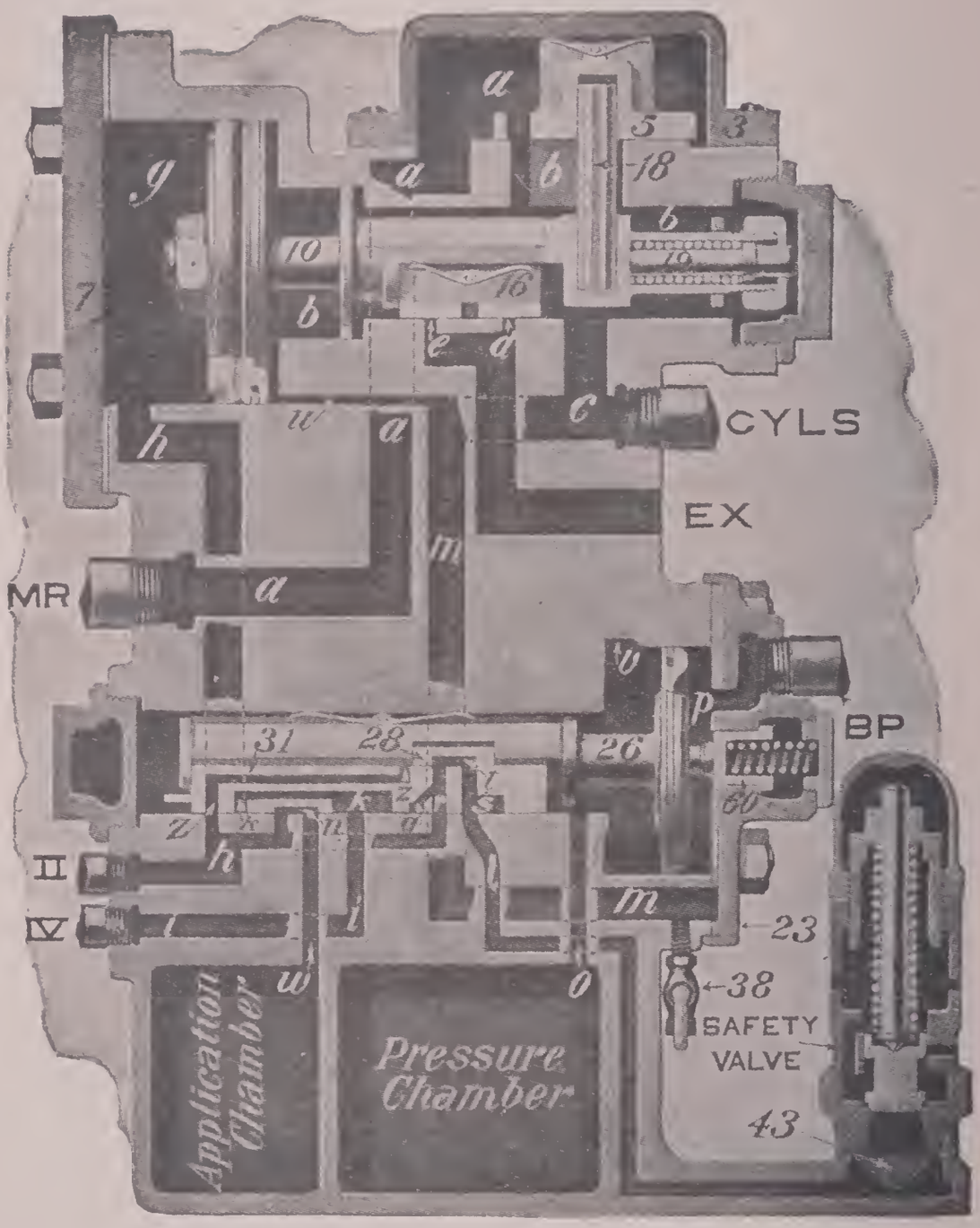


PLATE NO. 40—NO. 6 DISTRIBUTING VALVE AUTOMATIC SERVICE POSITION.

as shown in Plate 40, causing exhaust valve 16 to close exhaust ports *e* and *d*, and to compress application-piston graduating spring 20; also causing application valve 5, by its connection with the piston stem through pin 18,

to open its port and allow air from the main-reservoirs to flow into chambers *b, b,* and through passage *c* to the brake cylinders.

During the movement just described, cavity *t* in the graduating valve connects ports *r* and *s* in the equalizing valve, and by the same movement ports *r* and *s* are brought into register with ports *h* and *l* in the seat, thus establishing a communication from the application cylinder to the safety-valve, which being set at 68 pounds, three pounds above the maximum obtained in an emergency application from 70-pounds brake-pipe pressure, limits the brake-cylinder pressure to this amount.

The amount of pressure resulting in the application cylinder for a certain brake-pipe service reduction, depends on the comparative volumes of the pressure chamber, application cylinder and its chamber. These volumes are such that with 70 pounds in the pressure chamber and nothing in the application cylinder and chamber, if they are allowed to remain connected by the ports in the equalizing valve, they will equalize at about 50 pounds.

Service Lap. When the brake-pipe reduction is not sufficient to cause a full service application, the conditions described above continue until the pressure in the pressure chamber is reduced enough below that in the brake pipe to cause piston 26 to force graduating valve 28 to the left until stopped by the shoulder on the piston stem striking the right-hand end of equalizing valve 31, the position indicated in Plate 41 and known as Service Lap. In this position, graduating valve 28 has closed port *z* so that no more air can flow from the pressure chamber to the application cylinder and chamber. It also has closed port *s,* cutting off communication to the safety valve, so that any possible leak in the latter can-

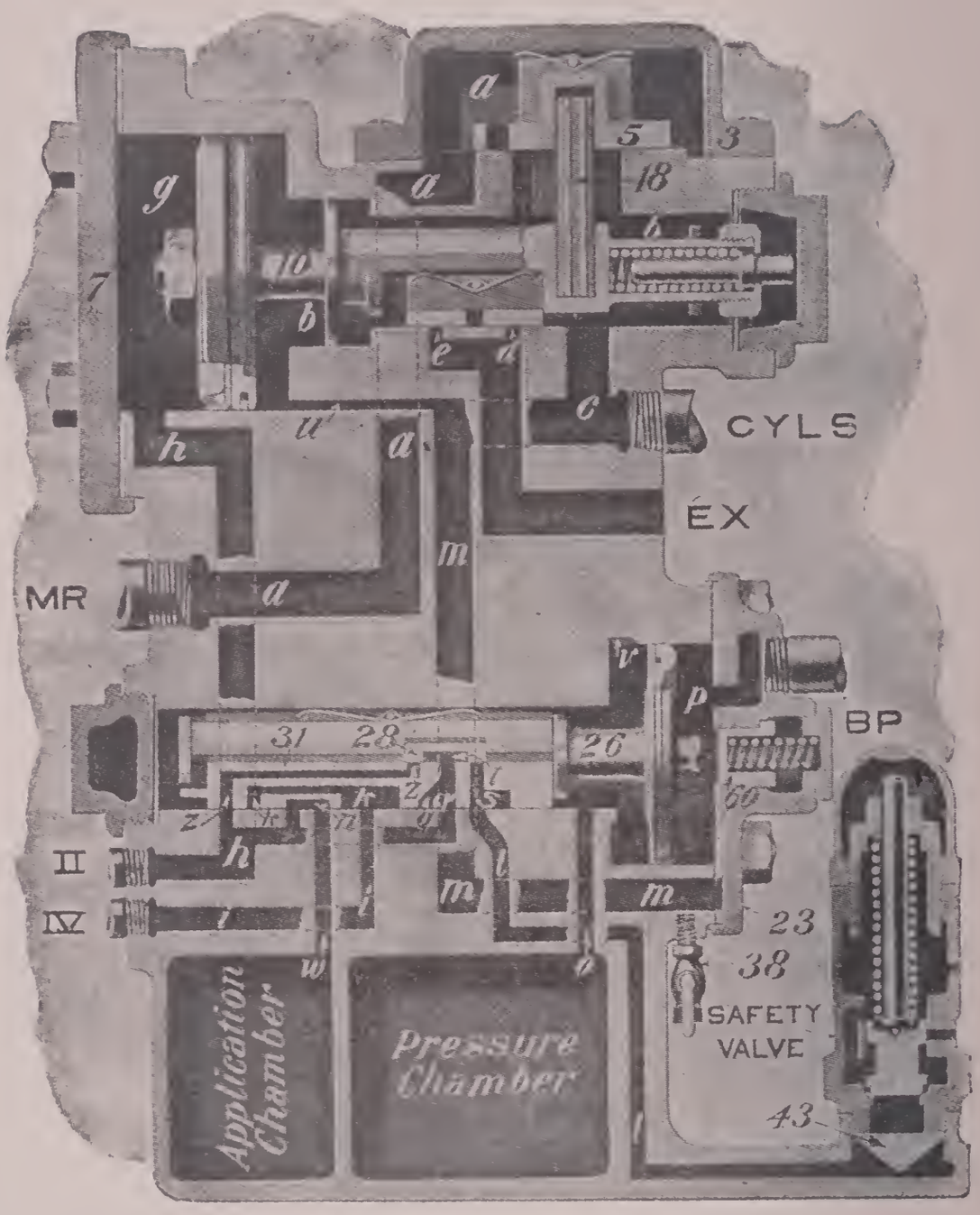


PLATE NO. 41—NO. 6 DISTRIBUTING VALVE SERVICE LAP POSITION.

not reduce the application-cylinder pressure, and thus similarly affect the pressure in the brake cylinders. The flow of air past application valve 5 to the brake cylinders continues until their pressure slightly exceeds that in the application cylinder when the higher pressure and appli-

cation-piston graduating spring together force piston 10 to the left to the position shown in Plate 41, thereby closing port *b*. Further movement is prevented by the resistance of exhaust valve 16, and the application-piston graduating spring having expanded to its normal position. The brake-cylinder pressure is then practically the same as that in the application cylinder and chamber.

Application piston 10 has application-cylinder pressure on one side and brake-cylinder pressure on the other. When either pressure varies, the piston will move toward the lower. If that in chamber *b* is reduced, by brake-cylinder leakage, the pressure maintained in the application cylinder will force piston 10 to the right, opening application valve 5 and again admitting air from the main reservoirs to the brake cylinders until the pressure in chamber *b* is again slightly above that in the application cylinder when the piston again moves back to lap position. In this way the brake-cylinder pressure is maintained equal with that in the application cylinder. This is the *pressure-maintaining feature,* and consequently the pressure maintaining feature depends entirely upon keeping all connections to the application chamber absolutely air tight.

AUTOMATIC RELEASE. When the automatic brake valve is placed in release position, and the brake-pipe pressure in chamber *p* is thereby increased above that in the pressure chamber, equalizing piston 26 moves to the left, carrying with it equalizing valve 31 and graduating valve 28. The feed groove *v* now being open permits the pressure in the pressure chamber to feed up until it is equal with that in the brake-pipe. This action does not release the locomotive brakes because it does not discharge application-cylinder pressure. The release pipe

is closed by the rotary valve of the automatic brake valve, and the application-cylinder pipe is closed by the rotary valves of both brake valves. To release the locomotive brakes, the automatic brake valve must be moved to running position. The release pipe is then connected by the rotary valve to the atmosphere, and as exhaust cavity *k* in the equalizing valve 31 connects ports *i*, *w* and *h* in the valve seat, application-cylinder and chamber pressure will escape. As this pressure reduces, the brake-cylinder pressure will force application piston 10 to the left until exhaust valve 16 uncovers exhaust ports *d* and *c*, allowing brake-cylinder pressure to escape (Plate 39), or in case of graduated release, to reduce in like amount to the reduction in the application-cylinder pressure.

EMERGENCY. When a sudden and heavy brake-pipe reduction is made, as in an emergency application, the air in the piston chamber forces equalizing piston 26 to the right with sufficient force to compress equalizing-piston graduating spring 46, so that the piston moves until it strikes against the leather gasket beneath cap 23 as shown in Plate 42. This movement causes equalizing valve 31 to uncover port *h* in the bush without opening port *w*, making a direct opening from the pressure chamber to the *application cylinder only*, so that they quickly become equalized. This cylinder volume, being small, and connected with that of the pressure chamber at 70-pounds pressure, equalizes at about 65 pounds. Also in this position of the automatic brake valve, a small port in the rotary valve allows air from the main-reservoirs to feed into the application-cylinder pipe, and thus to the application cylinder. The application cylinder is now connected to the safety valve through port *h* in the seat,

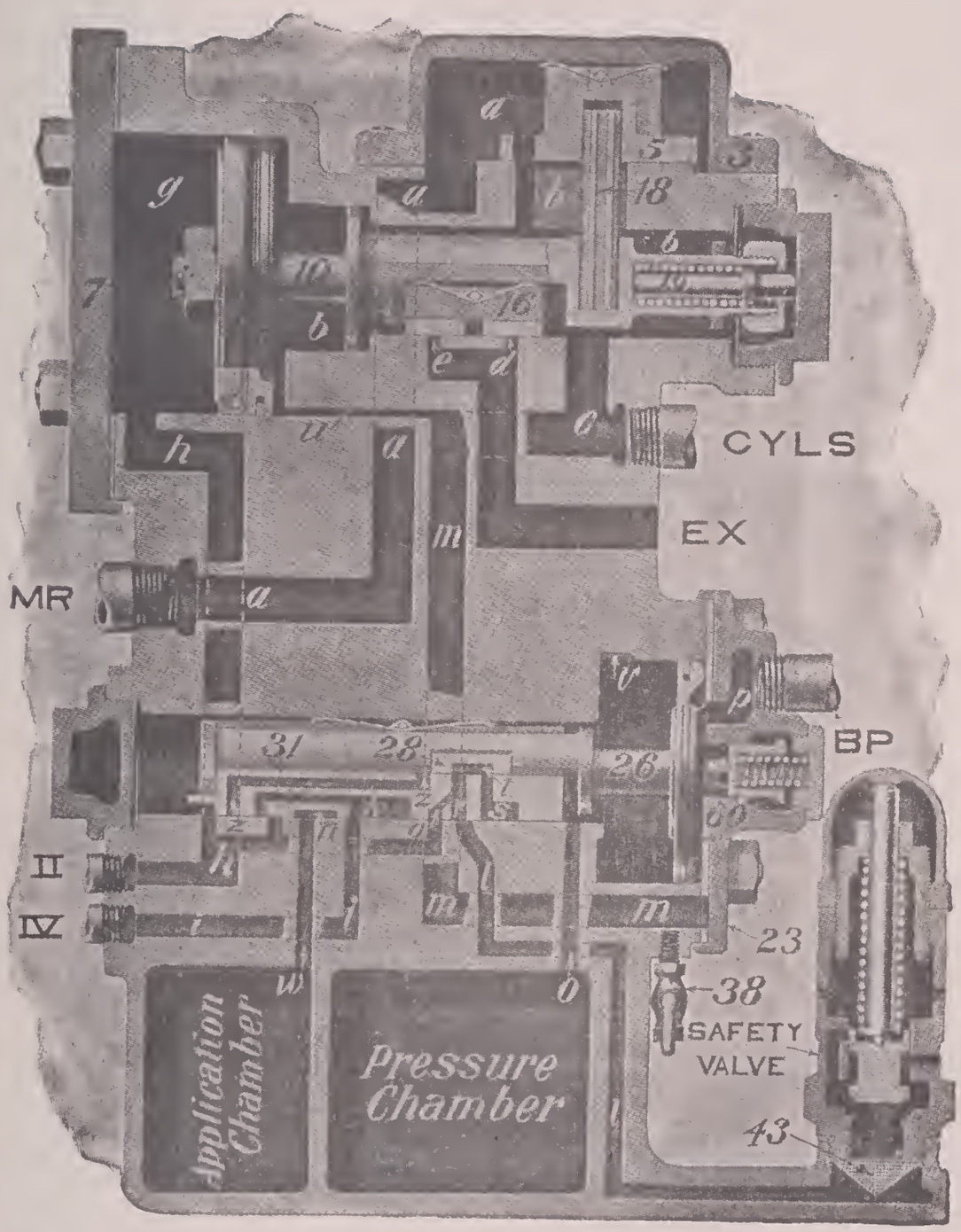


PLATE NO. 42—NO. 6 DISTRIBUTING VALVE EMERGENCY POSITION.

cavity *q* and port *r* in the equalizing valve, and port *z* in the seat. Cavity *q* and port *r* in the equalizing valve are connected by the small port, the size of which permits the air in the application cylinder to escape through the safety valve at the same rate that the air from the main-

reservoir, feeding through the rotary valve of the automatic brake valve, can supply it, preventing the pressure from rising above the adjustment of the safety valve.

In High-Speed Brake Service, the feed valve is regulated for 110-pounds brake-pipe pressure instead of 70, and main-reservoir pressure is 130 or 140 pounds. Under these conditions an emergency application raises the application-cylinder pressure to about 93 pounds, but the passage between cavity *q* and port *r* is so small that the flow of application-cylinder pressure to the safety valve is just enough greater than the supply through the brake valve, to decrease that pressure in practically the same time and manner as is done by the high-speed reducing valve, until it is approximately 75 pounds. The reason why the pressure in the application cylinder, pressure chamber and brake cylinders does not fall to 68 pounds, to which pressure the safety-valve is adjusted, is because the inflow of air through the brake valve with the high main-reservoir pressure used in high-speed service is equal, at 75 pounds, to the outflow through the small opening in the safety valve. This is done to get a shorter stop in emergency. The application portion of the distributing valve operates similarly, but more quickly than in service application.

Emergency Lap. The movable parts of the valve remain in the position shown in Plate 42 until the brake-cylinder pressure slightly exceeds the application-cylinder pressure, when the application piston and application valve move back to the position known as *Emergency Lap* as shown in Plate 43.

The release after an emergency is brought about by the same manipulation of the automatic brake valve as that following service application, but the effect on the

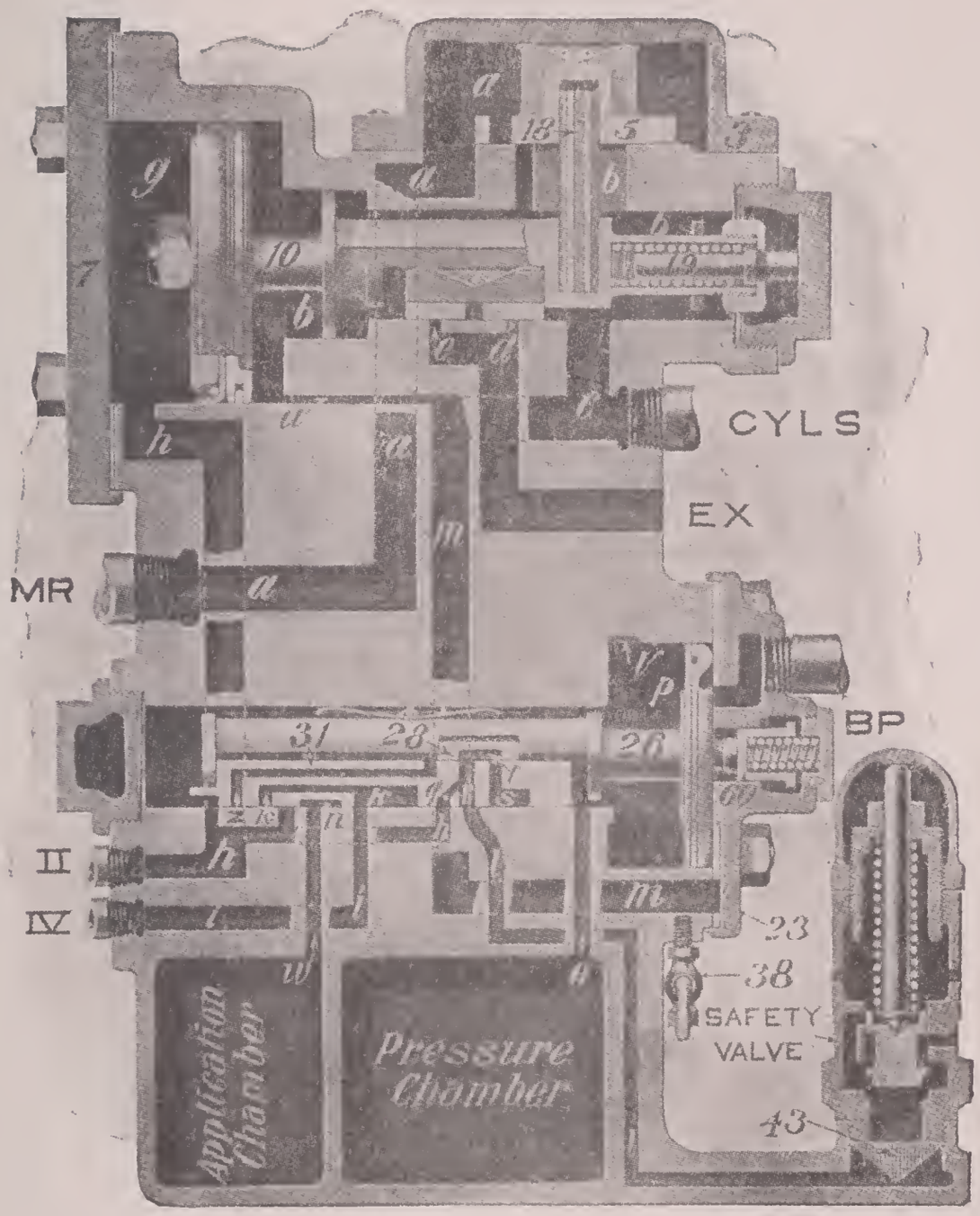


PLATE NO. 43—NO. 6 DISTRIBUTING VALVE EMERGENCY LAP POSITION.

distributing valve is somewhat different. When the equalizing piston, valve, and graduating valve are forced to the release position by the increased brake-pipe pressure in chamber *p*, the application chamber, with no pressure in, is connected to the application cylinder, with

the emergency pressure in, through port *w*, cavity *k*, and port *h*. The pressure in the application cylinder at once expands into the application chamber until these pressures are equal, which results in the release of brake-cylinder pressure until it is slightly less than that in application cylinder and chamber. Consequently, in releasing after an emergency, the brake-cylinder pressure will *automatically* reduce to about 15 pounds, which will remain until the automatic-brake-valve handle is moved to running position.

If the brakes are applied by a conductor's valve, a burst hose, or parting of train, the movement of equalizing valve 31 breaks the connection between ports *h* and *i* through cavity *k*, so that the brakes will apply and remain applied until the brake-pipe pressure is restored. The handle of the automatic brake valve should be moved to lap position to prevent a loss of main-reservoir pressure. With the No. 5 equipment it is necessary to lap one of the brake valves in order to allow the engine brakes to apply when a conductor's valve is opened.

Independent Application. When the handle of the Independent Brake Valve is moved to either application position, air from the main reservoir, limited by the reducing valve to a maximum of 45 pounds, is allowed to flow to the application cylinder, forcing application piston 10 to the right as shown in Plate 44. This movement causes application valve 5 to open its port and allow air from the main-reservoirs to flow into chambers *b*, *b* and through passage *c* to the brake cylinders, as in an automatic application, until the pressure slightly exceeds that in the application-cylinder. The application-piston graduating spring and higher pressure then force application piston 10 to the left until application valve 5 closes its

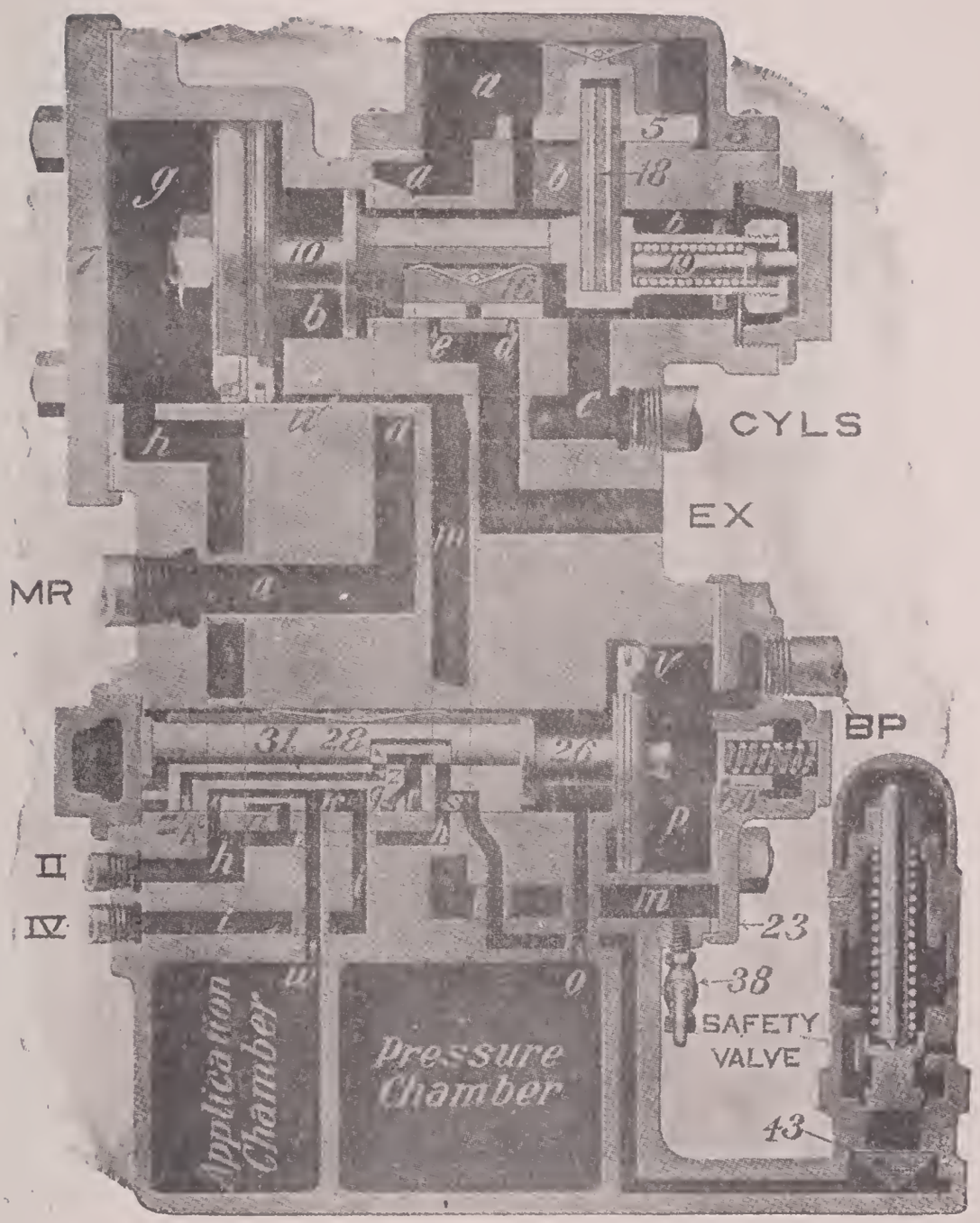


PLATE NO. 44—NO. 6 DISTRIBUTING VALVE INDEPENDENT APPLICATION POSITION.

port. Further movement is prevented by the resistance of exhaust valve 16, and the application-piston graduating spring having expanded to its normal position. This position, shown in Plate 45 is known as INDEPENDENT LAP.

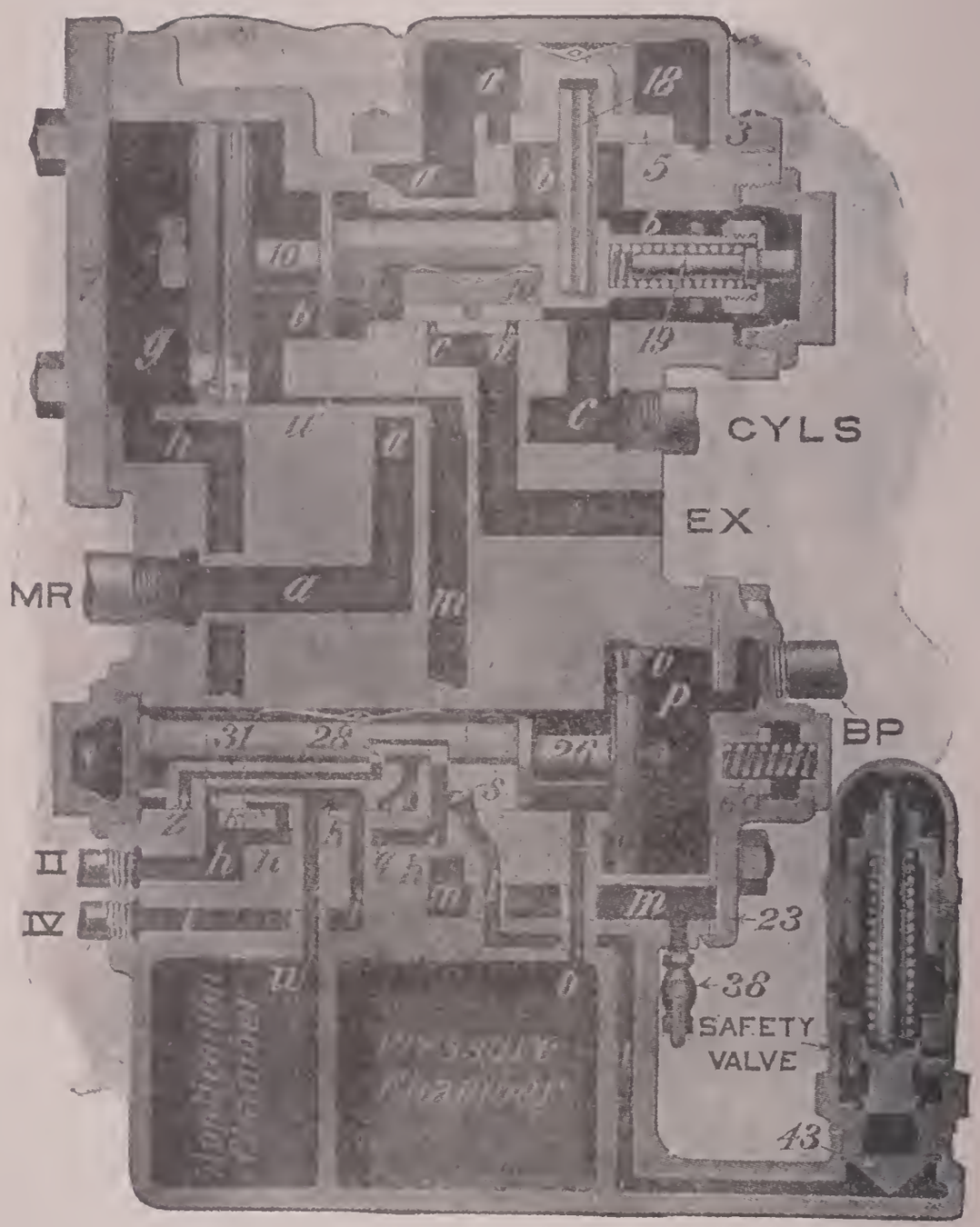


PLATE NO. 45—NO. 6 DISTRIBUTING VALVE INDEPENDENT LAP POSITION.

It will be seen that whatever pressure exists in the application cylinder will be maintained in the brake cylinders by the "pressure maintaining" feature already described.

INDEPENDENT RELEASE. When the handle of the independent brake valve is moved to release position, a direct opening is made from the application cylinder to the atmosphere. As the application-cylinder pressure escapes, brake-cylinder pressure in chambers *b* moves application piston 10 to the left, causing exhaust valve 16 to open exhaust ports *e* and *d* as shown in Plate 39 thereby allowing brake-cylinder pressure to discharge to the atmosphere.

If the independent brake valve is returned to lap before all of the application-cylinder pressure has escaped, the application piston 10 will return to *independent lap* position as soon as the brake-cylinder pressure is reduced a little below that remaining in the application cylinder, thus closing exhaust ports *e* and *d*, and holding the remaining pressure in the brake cylinders. In this way the independent release may be graduated as desired.

This equipment has all the flexibility and ease of manipulation possessed by the combined automatic and straight air equipment, with much less apparatus and complication, besides the other important features of pressure maintaining, equal pressures in all brake cylinders, and the fact that it is *always* possible to release the locomotive brakes with the independent-brake valve, even when automatically applied. In connection with this last mentioned feature, Plate 46 shows the position the distributing-valve parts will assume, if the locomotive brakes are released by the independent brake valve after an automatic application has been made. This results in the application portion going to release position without changing the conditions in either the pressure-chamber or brake pipe; consequently, the equalizing portion does not move until release is made by the automatic brake valve.

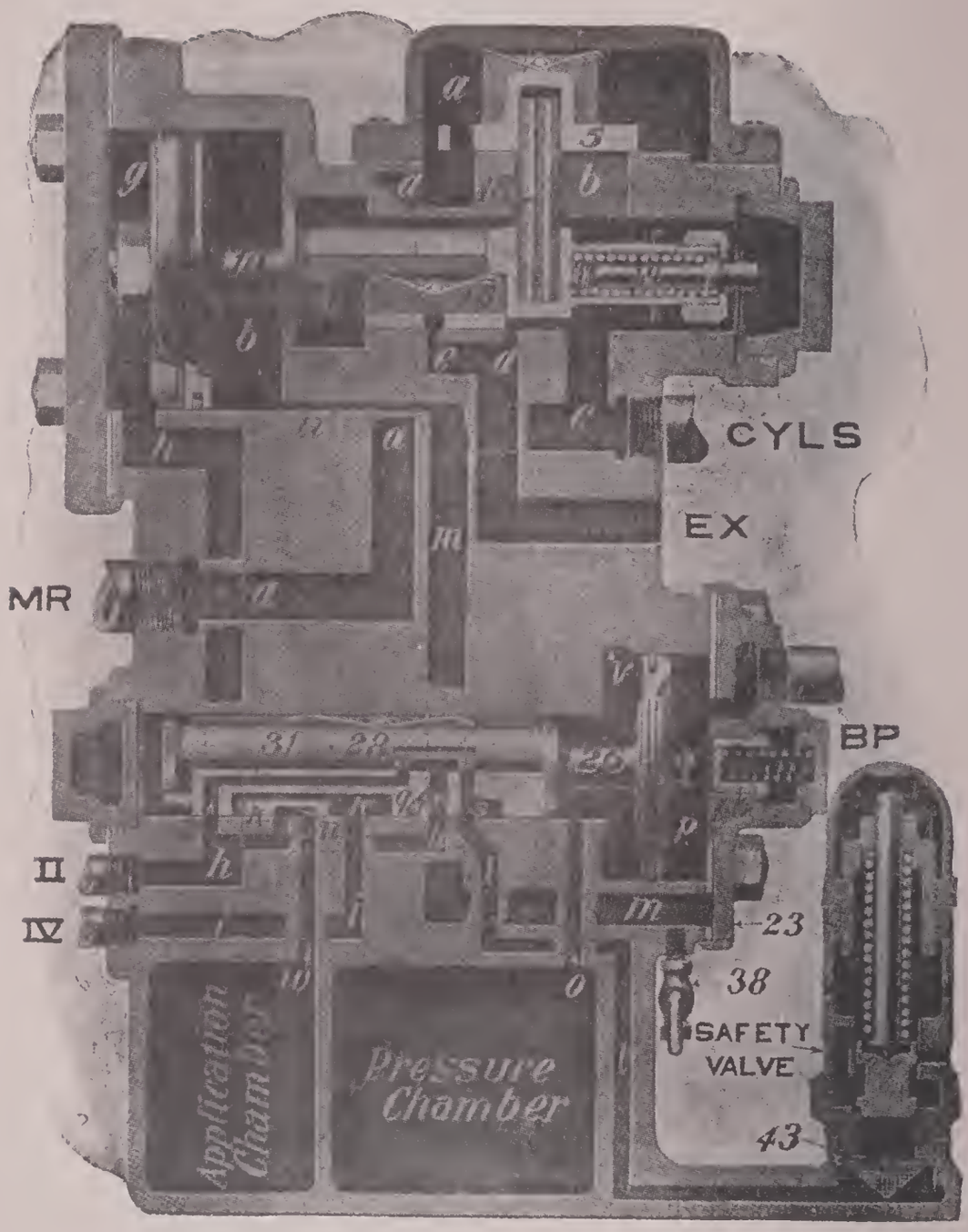


PLATE NO. 46—NO. 6 DISTRIBUTING VALVE RELEASE POSITION.

When Locomotive Brake is released by Independent Brake Valve after an Automatic Application.

An independent release of locomotive brakes may also be made in the same manner, after an emergency application made by the automatic brake valve. However, ow-

ing to the fact that, in this position, the automatic brake valve will be supplying the application cylinder through the maintaining port in the rotary valve (see Plate 42), the handle of the independent brake valve must be *held* in release position to prevent the locomotive brakes from reapplying, so long as the handle of the automatic brake valve remains in emergency position. The equalizing portion of the distributing valve will remain in the position shown in Plates 42 and 43, while the application portion will assume the position shown in Plate 46.

Double Heading. When there are two or more locomotives in a train, the handles of both brake valves on each locomotive should be carried in *running* position. The release pipe from the distributing valve on the helper engines is then open to the atmosphere at the automatic brake valve, and the operation of the distributing valve is the same as that described during automatic-brake applications. In double heading, therefore, the application and the release of the distributing valve on each helper locomotive is similar to that of the triple valves on the train. But in case an engineer on a helper finds it necessary to apply or to release his brakes independently of the train, he can do so by using the independent brake valve, without moving the handle of the automatic valve.

Port *u* drains the application cylinder of any moisture precipitated from the air in chambers *b*; such moisture passes to the lower part of the distributing valve through port *m*, where it may be drawn off by drain cock 38.

To remove piston 10 and slide valve 16, it is absolutely necessary to *first* remove cover 3, application valve 5 and valve pin 18.

THE QUICK-ACTION CYLINDER CAP.

The equalizing portion of the distributing valve, as already described, corresponds to the plain triple valve of the old standard locomotive brake equipments. There are, however, conditions under which it is advisable to

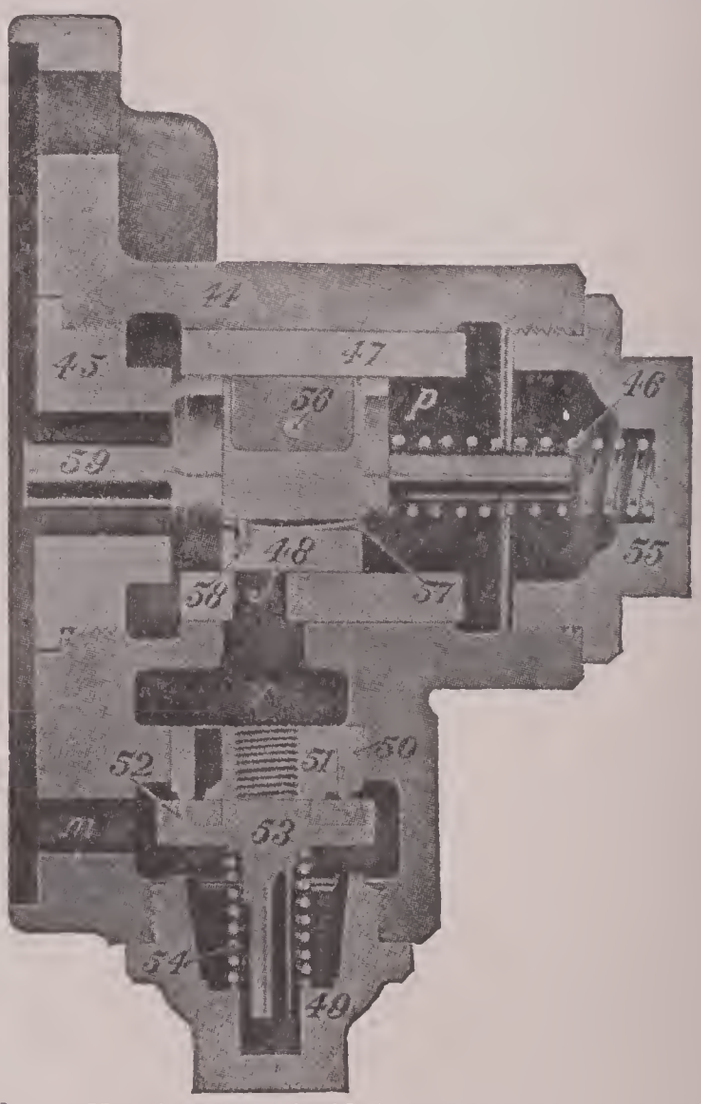


PLATE NO. 47—THE QUICK-ACTION CYLINDER CAP FOR NO. 6 DISTRIBUTING VALVE.

have it correspond to a quick-action triple; that is,—vent brake-pipe air into the brake cylinder in an emergency application. To obtain this, the cylinder cap 23, Plate 37, is replaced by the "Quick-Action Cylinder Cap," illustrated in Plate 47.

In an emergency application, as equalizing piston 26 moves to the right and seals against the gasket (Plate 48), the knob on the piston strikes the graduating stem

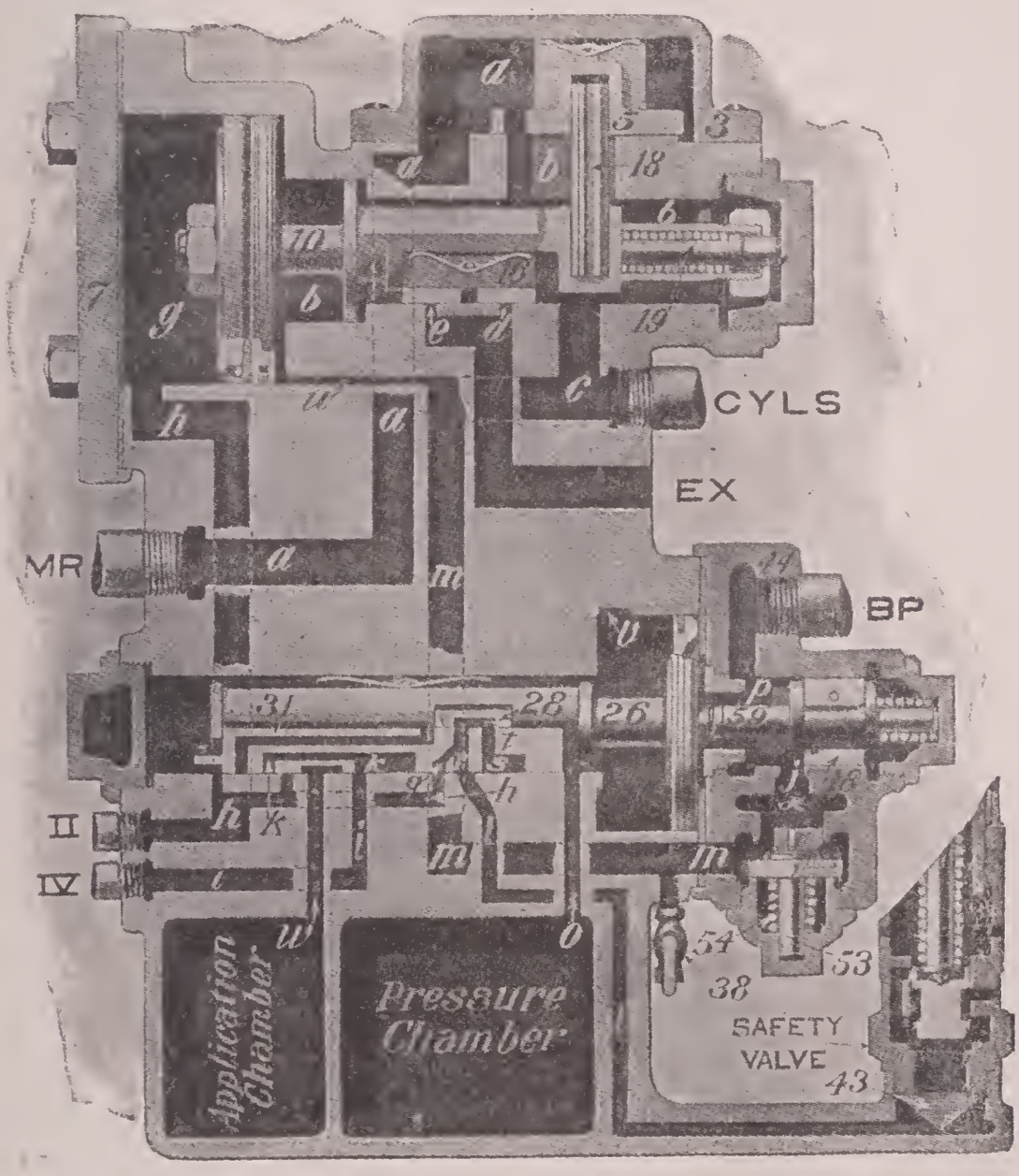


PLATE NO. 48—EMERGENCY POSITION OF NO. 6 DISTRIBUTING VALVE WITH QUICK-ACTION CAP.

59, causing it to compress equalizing-piston graduating spring 46, and move slide valve 48 to the right, opening port *j*. Brake-pipe pressure in chamber *p*, flows to cham-

ber X, pushes down check valve 53, and passes to the brake cylinder through port *m* in the cap and distributing-valve body. When the brake cylinders and brake pipe equalize, check valve 53 is forced to its seat by spring 54, thus preventing air in the brake-cylinders from flowing back into the brake pipe. When a release of the brakes occurs and piston 26 is moved back to its normal position (Plate 39), spring 46 forces graduating stem 59 and slide-valve 48 back to the position shown in Plate 47.

In all other respects, the operation of a distributing valve having this cap is exactly as described before.

E-6 SAFETY VALVE.

Plate 49 is a sectional view of the safety valve which is an essential part of the distributing valve. It is unlike the ordinary safety valve, as its construction is such as to cause it to close quickly with a "pop" action, insuring its seating firmly. It is sensitive in operation and responds to slight differences of pressure.

The names of the parts are 2, Body; 3, Cap Nut; 4, Valve; 5, Valve Stem; 6, Adjusting Spring; 7, Adjusting Nut.

Valve 4 is held to its seat by the compression of spring 6 between the stem and adjusting nut 7. When the pressure below valve 4 is greater than the force exerted by the spring, it rises, and as a larger area is then exposed, its movement upward is very quick, being guided by the brass bush in the body 2. Two ports are drilled in this bush upward to the spring chamber; and two outward through the body to the atmosphere, although only one of each of these is shown in the cut. As the valve

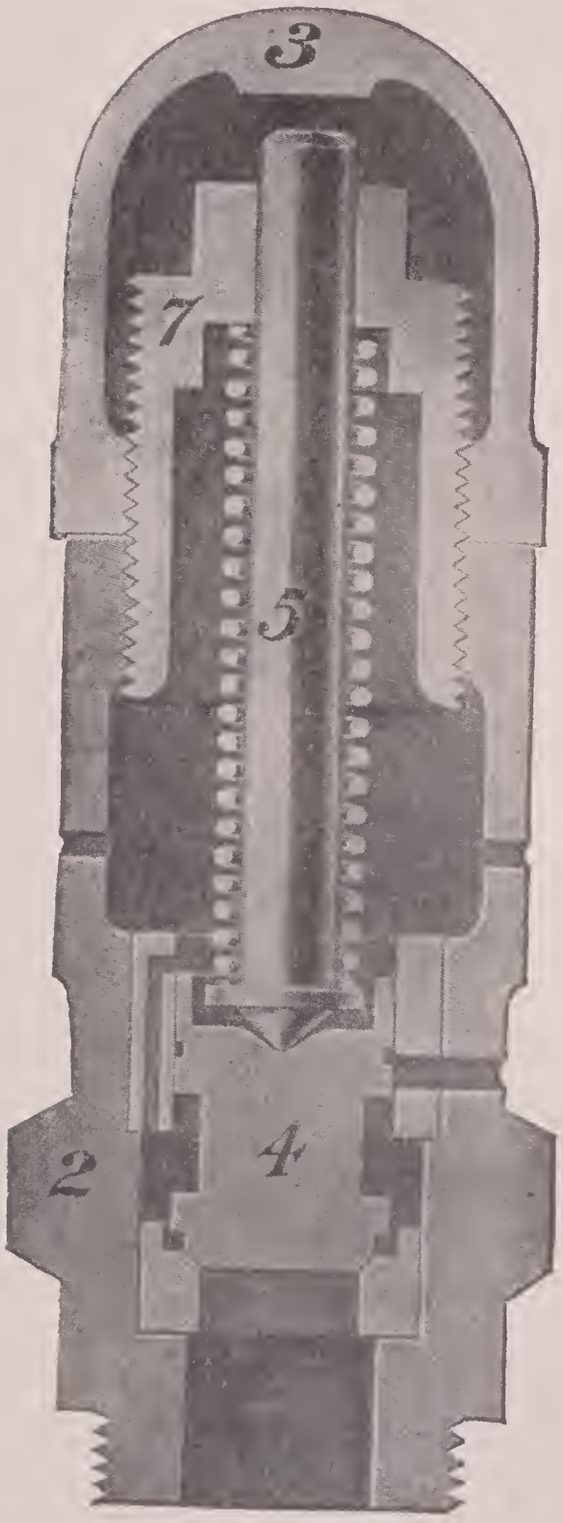


PLATE NO. 49—E-6 SAFETY VALVE.

moves upward, its lift is determined by the stem 5 striking cap nut 3. It closes the two vertical ports in the bush connecting the valve and spring chambers, and opens the

lower ports to the atmosphere. As the air pressure below valve 4 decreases, and the compression of the spring forces the stem and valve downward, the valve restricts the lower ports to the atmosphere and opens those between the valve and spring chambers. The discharge air pressure then has access to the spring chamber. This chamber is always connected to the atmosphere by two small holes through the body, 2; the air from the valve chamber enters more rapidly than it can escape through these holes, causing pressure to accumulate above the valve and assist the spring to close it with the "pop" action before mentioned.

The safety valve is adjusted by removing cap nut 3, and screwing up or down on adjusting nut 7. After the proper adjustment is made, cap nut 3 must be replaced and securely tightened, and the valve operated a few times. Particular attention must be given to see that the holes in the valve body are always open, and that they are not changed in size, especially the two upper holes.

This safety valve should be adjusted for 68 pounds. The safety valve, as are all adjustable devices, is more easily and accurately adjusted when done on a shop testing rack.

THE H.-6 AUTOMATIC BRAKE VALVE.

This Brake Valve, although modelled to a considerable extent upon the principles of previous valves, is necessarily different in detail, since it not only performs all the functions of such types but also those absolutely necessary to obtain all the desirable operating features of the No. 6 Distributing Valve.

Plate 50 is taken from a photograph of this brake valve, while Plates 51 and 52 show two views, the first one being a plan view with section through the rotary-valve chamber, the rotary valve being removed; the other one a vertical section. In these views the pipe connections are indicated.

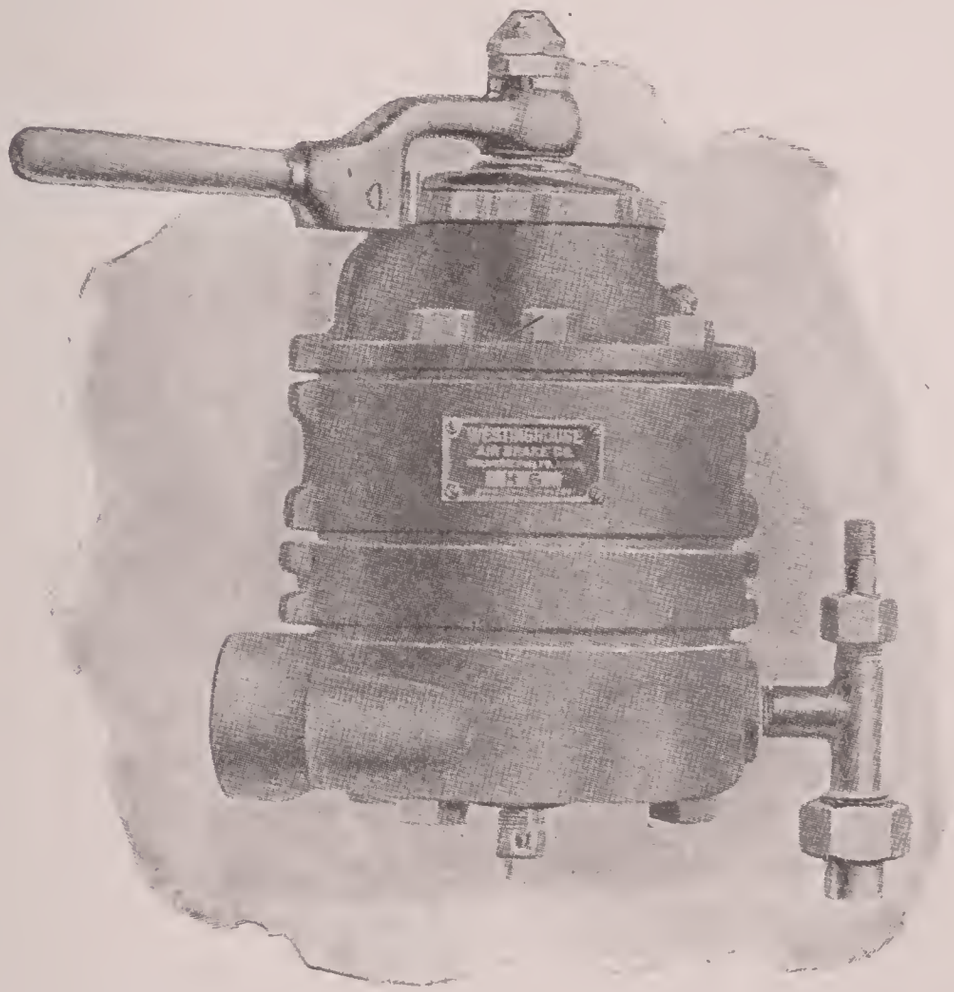


PLATE NO. 50.—H-6 AUTOMATIC BRAKE VALVE.

Plate 53 shows two views of this valve similar to those of Plates 51 and 52, with the addition of a plan or top view of the rotary valve. The six positions of the brake-valve handle are, beginning at the extreme left, Release, Running, Holding, Lap, Service, and Emergency.

The names of the parts are as follows: 2, Bottom Case; 3, Rotary-Valve Seat; 4, Top Case; 5, Pipe Bracket; 6, Rotary Valve; 7, Rotary-Valve Key; 8, Key Washer; 9, Handle; 10, Handle-Latch Spring; 11, Handle Latch; 12, Handle-Latch Screw; 13, Handle Nut; 14, Handle Lock Nut; 15, Equalizing Piston; 16, Equalizing-Piston

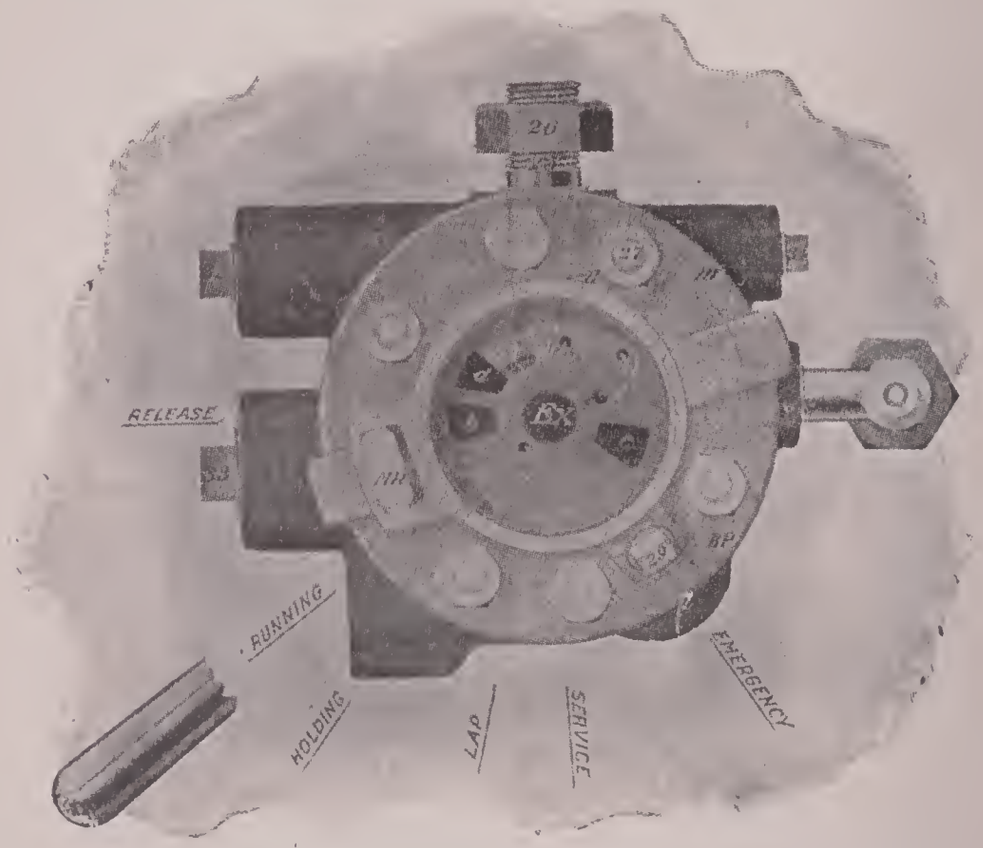


PLATE NO. 51—H-6 BRAKE VALVE ROTARY VALVE SEAT.

Packing Ring; 17, Valve-Seat Upper Gasket; 18, Valve-Seat Lower Gasket; 19, Pipe Bracket Gasket; 20, Small Union Nut; 21, Brake-Valve Tee; 22, Small Union Swivel; 23, Large Union Nut; 24, Large Union Swivel; 25, Bracket Stud; 26, Bracket-Stud Nut; 27, Bolt and Nut; 28, Cap Screw; 29, Oil Plug; 30, Rotary Valve Spring; 31, Service Exhaust Fitting.

Referring to the rotary valve, *a*, *j* and *s* are ports extending directly through it, the latter connecting with a groove in the face; *f* and *k* are cavities in the valve face; *o* is the exhaust cavity; *x* is a port in the face of the valve connecting by a cored passage with *o*; *h* is a

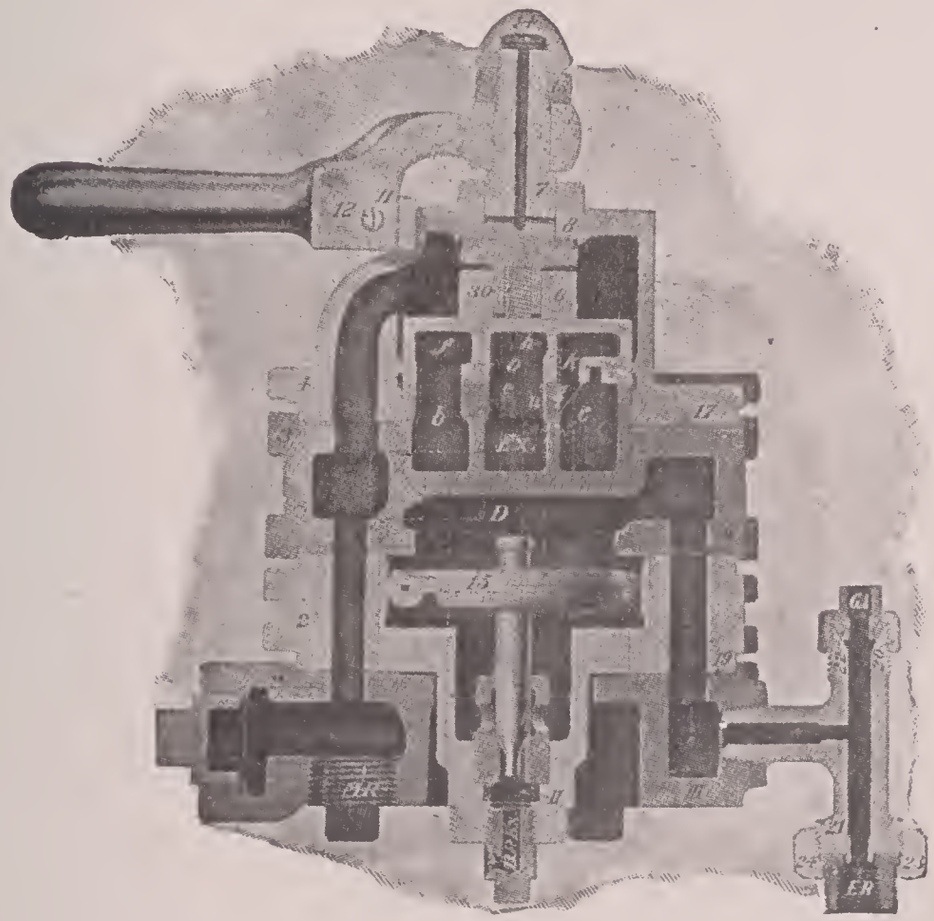


PLATE NO. 52—H-6 AUTOMATIC BRAKE VALVE.

CONNECTIONS:

FV—Feed-Valve Pipe; MR—Main Reservoir Pipe; GO—To Governor; III—Distributing-Valve-Release Pipe; EX—Emergency Exhaust; II—Application of Cylinder Pipe; BP—Brake Pipe; GA—No. 1 Duplex Air Gauge; ER—Equalizing Reservoir; BP Ex.—Service Exhaust.

port extending from the face over cavity *k* and connecting with exhaust cavity *o*; *n* is a groove in the face having a small port which connects through a cavity in the valve with cavity *k*. Referring to the ports in the rotary-

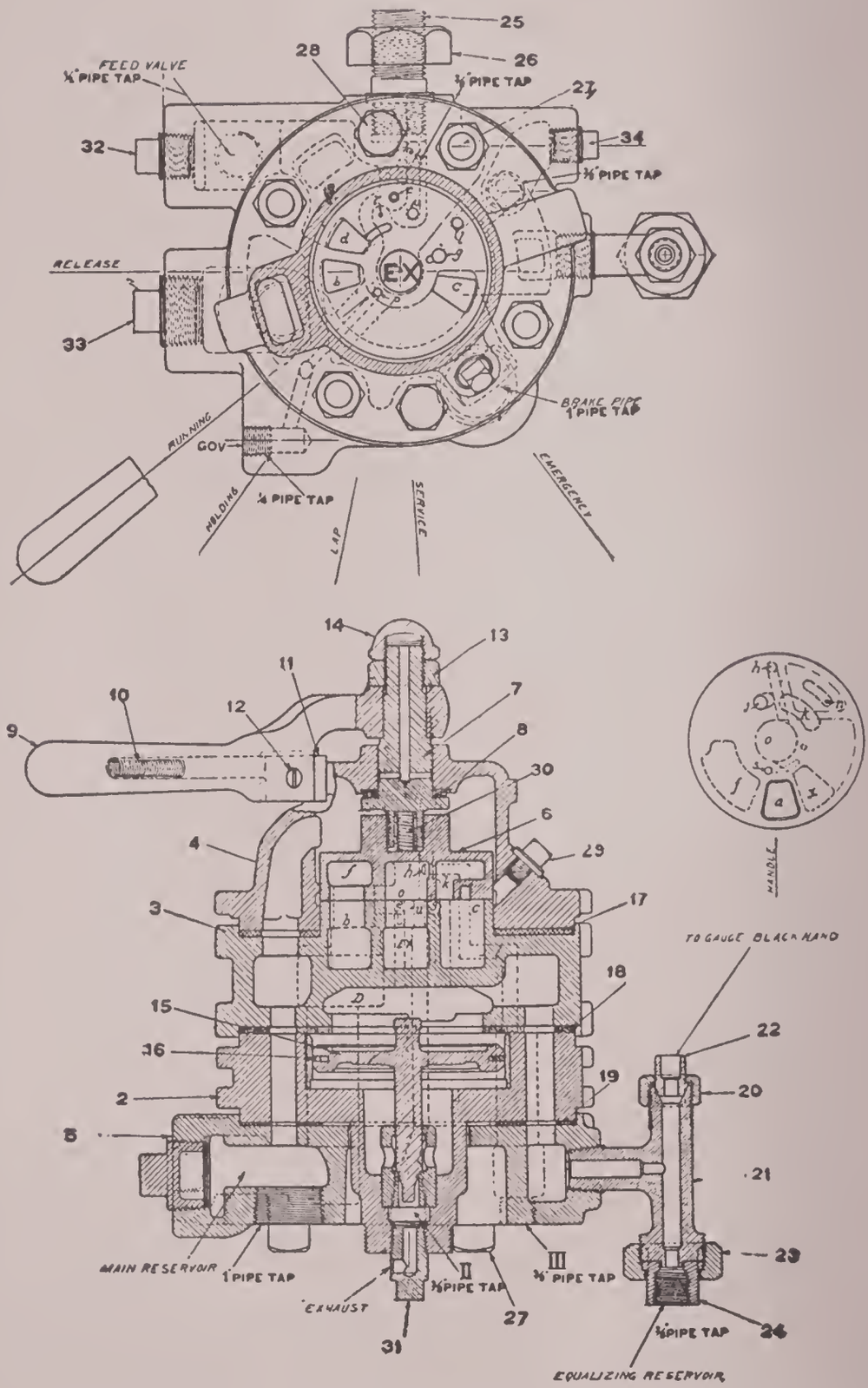


PLATE NO. 53—THE H-6 AUTOMATIC BRAKE VALVE.
CROSS SECTION.

valve seat, *d* leads to the feed-valve pipe; *b* and *c* lead to the brake pipe; *g* leads to chamber D, EX is the exhaust opening leading out at the back of the valve; *e* is the preliminary exhaust port leading to chamber D; *r* is the warning port leading to the exhaust; *p* is the port leading to the pump governor; *l* leads to the distributing-valve release pipe; *u* leads to the application-cylinder pipe.

In describing the operation of the brake valve, it will be more readily understood if the positions are taking up in the order in which they are most generally used, rather than their regular order as mentioned previously.

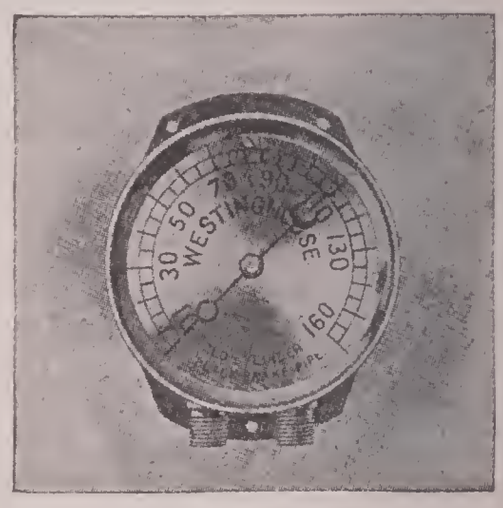
CHARGING AND RELEASE POSITION. The purpose of this position is to provide a large and direct passage from the main reservoir to the brake pipe, to permit a rapid flow of air into the latter to (a) charge the train brake system; (b) quickly release and recharge the brakes; but (c) *not* release locomotive brakes, if they are applied.

Air at main-reservoir pressure flows through port *a* in the rotary valve and port *b* in the valve seat to the brake pipe. At the same time, port *j* in the rotary valve registers with equalizing port *g* in the valve seat, permitting main-reservoir pressure to enter chamber D above the equalizing piston.

If the handle were allowed to remain in this position, the brake system would be charged to main-reservoir pressure. To avoid this, the handle must be moved to Running or Holding position. To prevent the engineer from forgetting this, a small port discharges feed-valve pipe air to the atmosphere in release position. Cavity *f* in the rotary valve connects port *d* with warning port *r* in the seat and allows a small quantity of air to escape

into the exhaust cavity EX, which makes sufficient noise to attract the engineer's attention to the position in which the valve handle is standing. The small groove in the face of the rotary valve which connects with port *s*, extends to port *p* in the valve seat, allowing main-reservoir pressure to flow to the excess-pressure head of the pump governor.

Large Duplex Air Gauge.
(No. 1)



Small Duplex Air Gauge.
(No. 2)

PLATE NO. 53A.

RUNNING POSITION. This is the proper position of the handle (a) when the brakes are charged and ready for use; (b) when the brakes are not being operated; and (c) to release the locomotive brakes. In this position, cavity *f*, in the rotary valve connects ports *b* and *d* in the valve seat, affording a large direct passage from the feed-valve pipe to the brake pipe, so that the latter will charge up as rapidly as the feed valve can supply the air, but cannot attain a pressure above that for which the feed valve is adjusted. Cavity *k* in the rotary valve connects ports *c* and *g* in the valve seat, so that chamber D and the equalizing reservoir charge uniformly with

the brake pipe, keeping the pressure on the two sides of the equalizing piston equal. Port *s* in the rotary valve registers with port *p* in the valve seat, permitting the main-reservoir pressure, which is present at all times above the rotary valve, to pass to the excess-pressure head of the pump governor. Port *h* in the rotary valve registers with port *l* in the seat, connecting the distributing-valve-release pipe through the exhaust cavity EX with the atmosphere.

If the brake valve is in running position when uncharged cars are cut in, or if, after a heavy brake application and release, the handle of the automatic brake valve is returned to running position too soon, the governor will stop the pump until the difference between the hands on gauge No. 1 is less than 20 pounds. The pump stopping from this cause, calls the engineer's attention to the seriously wrong operation on his part, as running position results in delay in charging, and is liable to cause some brakes to stick. Release position should be used until all brakes are released and nearly charged.

SERVICE POSITION. This position gives a gradual reduction of brake-pipe pressure to cause a service application. Port *h* in the rotary valve registers with port *c* in the valve seat, allowing air from chamber D and the equalizing reservoir to escape to the atmosphere through cavities *o* in the rotary valve and EX in the valve seat. Port *c* is restricted so as to make the pressure in the equalizing reservoir and chamber D fall gradually.

As all other ports are closed, the fall of pressure in chamber D allows the brake-pipe pressure under the equalizing piston to raise it, and unseat its valve, allowing brake-pipe air to flow to the atmosphere gradually through the opening marked BP Ex. When the pres-

sure in chamber D is reduced the desired amount, the handle is moved to *lap position,* thus stopping any further reduction in that chamber. Air will continue to discharge from the brake-pipe until its pressure has fallen to an amount a trifle less than that retained in chamber D, permitting the pressure in this chamber to force the piston downward gradually and stop the discharge of brake-pipe air. It will be seen, therefore, that the amount of reduction in the equalizing reservoir determines that in the brake pipe, regardless of the length of the train.

The gradual reduction of brake-pipe pressure is to prevent quick action, and the gradual stopping of this discharge is to prevent the premature release of head brakes.

Lap Position. This position is used (a), while holding the brakes applied after a service application until it is desired either to make a further brake-pipe reduction, or to release them; and (b) to prevent loss of main-reservoir pressure in the vent of a burst hose, a break-in-two, or the opening of the conductor's valve. All ports are closed.

Release Position. This position, which is used for releasing the train brakes after an application, without releasing the locomotive brakes, has already been described under Charging and Release. The air flowing from the main-reservoir-pipe connection through port *a* in the rotary valve and port *b* in the valve seat to the brake pipe, raises the pressure in the latter, thereby causing the triple valves and equalizing portion of the distributing valve to go to release position, which releases the train brakes and recharges the auxiliary reservoirs and the pressure chamber in the distributing valve. When the brake-pipe pressure has been increased sufficiently to

cause this, the handle of the brake valve should be moved to either *Running* or *Holding* position; the former when it is desired to release locomotive brakes, and the latter when they are to be still held applied.

Holding Position. This position is so named because the locomotive brakes are held applied while the train brakes recharge to feed-valve pressure. All ports register as in running position, except port *l*, which is closed.

Therefore, the only difference between *Running* and *Holding* Positions is that in the former the locomotive brakes are released, while in the latter they are held applied.

Emergency Position. This position is used when the most prompt and heavy application of the brakes is required. Port *x* in the rotary valve registers with port *c* in the valve seat, making a large and direct communication between the brake pipe and atmosphere through cavity *o* in the rotary valve and EX in the valve seat. This direct passage makes a sudden and heavy discharge of brake-pipe pressure, causing the triple valves and distributing valve to go to the emergency position and give maximum braking power in the shortest possible time.

In this position, main-reservoir air flows to the application cylinder through port *j*, which registers with a groove in the seat connecting with cavity *k*; thence through ports *n* in the valve and *u* in the seat to the application-cylinder pipe, thereby maintaining application-cylinder pressure as already described.

The oil plug 29 is placed in the top case 4, at a point to fix the level of an oil bath in which the rotary valve operates. The position of this oil hole is such that it is impossible to pour oil into the valves in excess of the amount required. This arrangement furnishes thorough

lubrication. Valve oil should be used. Leather washer 8 prevents air in the rotary-valve chamber from leaking

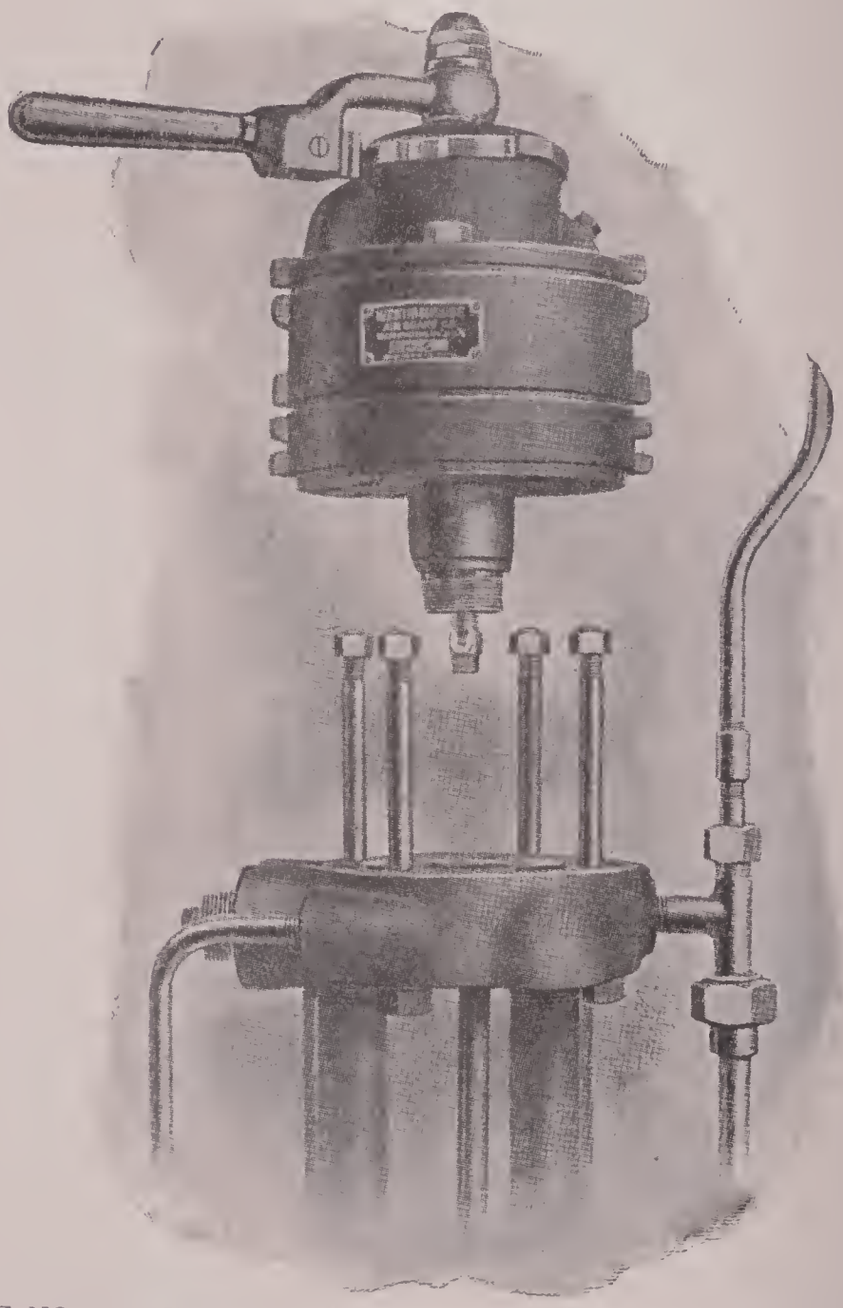


PLATE NO. 54—H-6 AUTOMATIC BRAKE VALVE REMOVED FROM ITS PIPE BRACKET.

past the rotary-valve key to the atmosphere. Spring 30 keeps the rotary valve key firmly pressed against washer 8 when no main-reservoir pressure is present. The

handle 9 contains latch 11, which fits into notches in the quadrant of the top case, so located as to indicate the different positions of the brake-valve handle. Handle-latch spring 10 forces the latch against the quadrant with sufficient pressure to indicate each position.

To remove the brake valve, close the cocks and take off nuts 27. (See Plate 54.) To take the valve proper apart, remove cap screws 28.

The brake valve should be located so that the engineer can operate it conveniently from his usual position, while looking forward or back out of the side cab window.

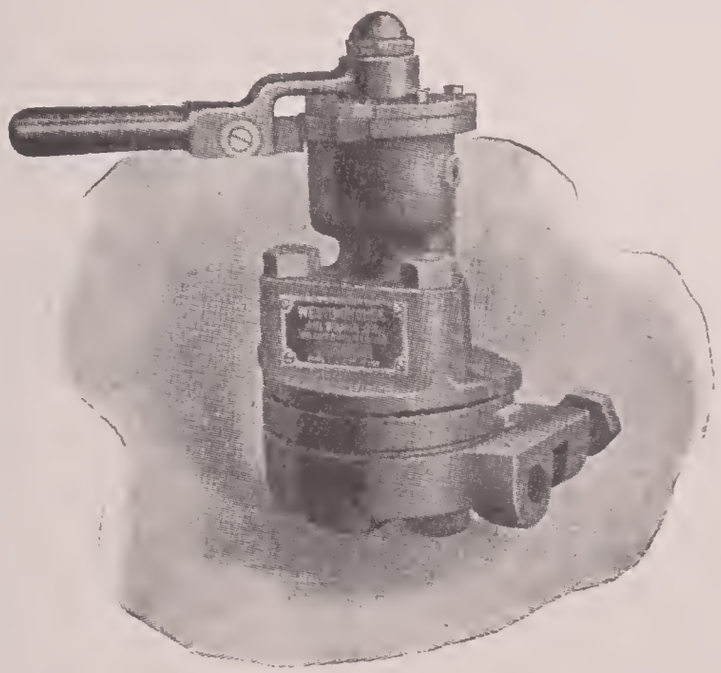


PLATE NO. 55—S-6 INDEPENDENT BRAKE VALVE COMPLETE.

THE S-6 INDEPENDENT BRAKE VALVE.

Plates 55 and 56 illustrate this valve, which is of the rotary type. Plate 57 shows a vertical section through the center of the valve, and a horizontal section through the valve body, with the rotary valve removed,

showing the rotary valve seat. Plate 58 shows this valve similarly to Plate 57, with the addition of a top view of the rotary valve. In these views, the pipe connections and positions of the handle are indicated. Referring to Plate 58, the names of parts are as follows:

2, Pipe Bracket; 3, Rotary-Valve Seat; 4, Valve Body; 5, Return-Spring Casing; 6, Return Spring; 7, Cover; 8, Casing Screw; 9, Rotary Valve; 10, Rotary-Valve Key; 11, Rotary-Valve Spring; 12, Key Washer; 13,

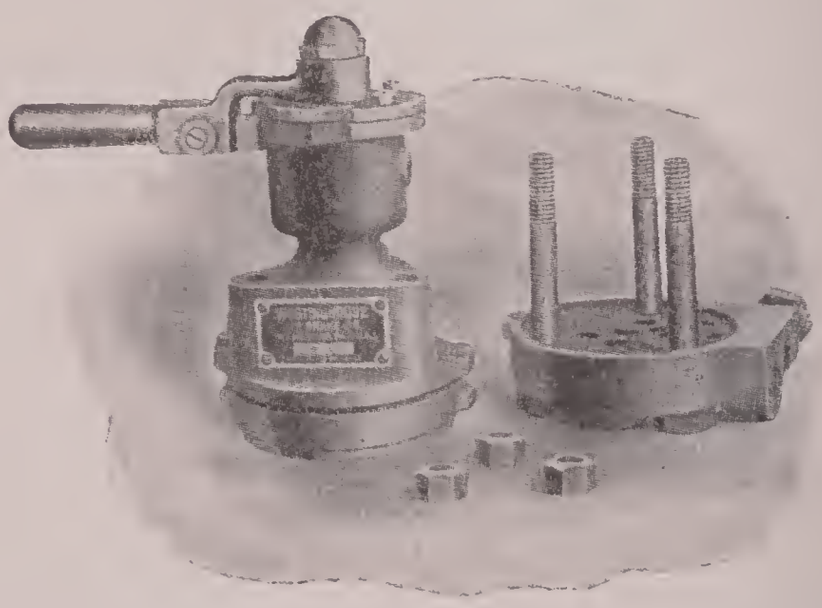


PLATE NO. 56—S-6 INDEPENDENT BRAKE VALVE REMOVED FROM PIPE BRACKET.

Upper Clutch; 14, Handle Nut; 15, Handle; 16, Latch Spring; 17, Latch Screw; 18, Latch; 19, Cover Screw; 20, Oil Plug; 21 Bolt and Nut; 22, Bracket Stud; 23, Bracket-Stud Nut; 24, Upper Gasket; 25, Lower Gasket; 26, Lower Clutch; 27, Return-Spring Stop; 28, Cap Screw.

Port *b* in the seat leads to the Reducing-Valve pipe. Port *a* leads to that portion of the Distributing-Valve

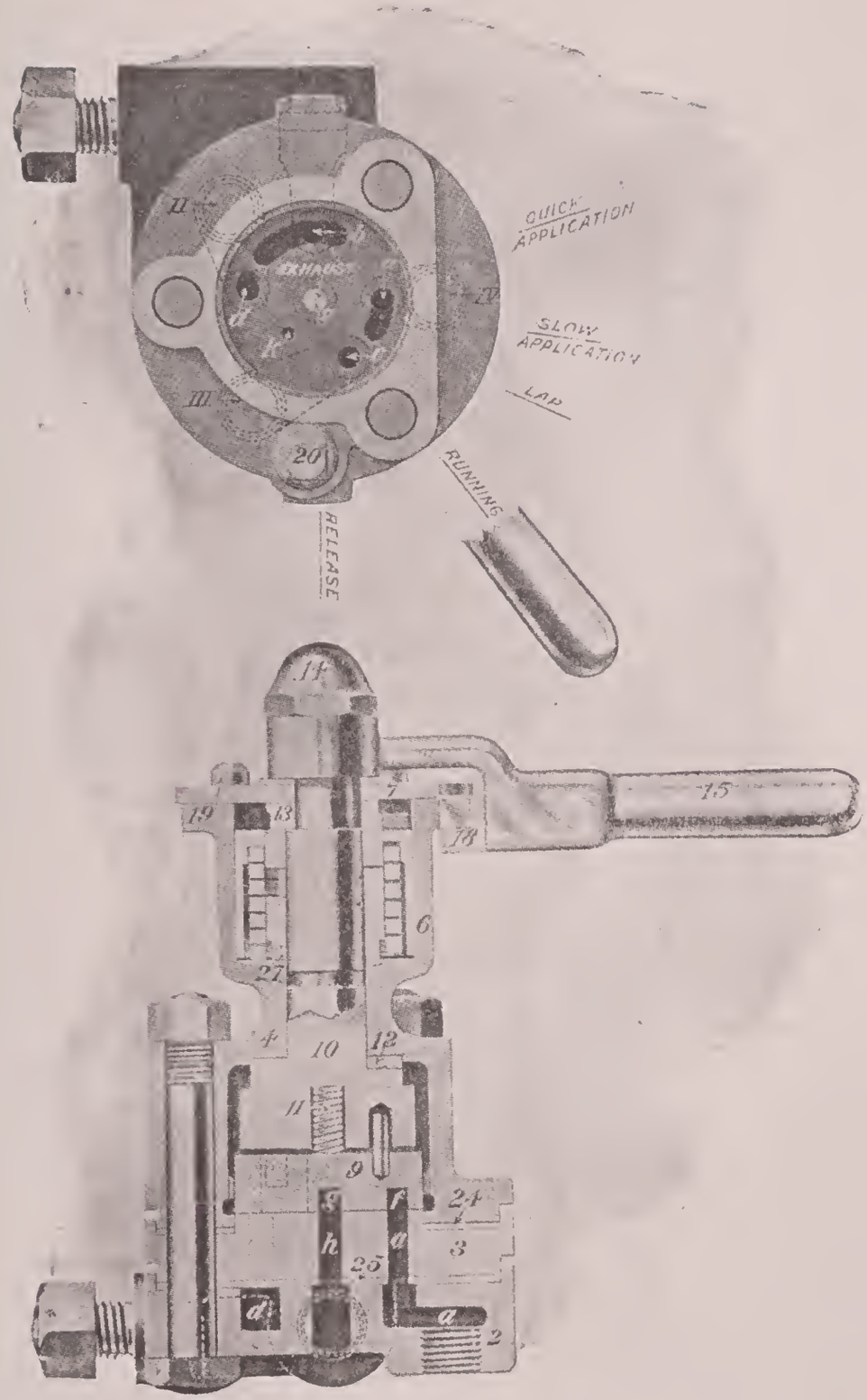


PLATE NO. 57—THE S-6 INDEPENDENT BRAKE VALVE

CONNECTIONS:

RV—Reducing-Valve Pipe; EX—Exhaust; IV—Distributing-Valve Release Pipe to the Distributing Valve; III—Distributing-Valve Release Pipe to the Automatic Brake Valve; II—Application-Cylinder Pipe.

Release Pipe which connects to the distributing valve at IV (Plate 39). Port *c* leads to the other portion of the release pipe which connects to the automatic-brake valve at III (Plate 53). Port *d* leads to the application-cylinder pipe which connects to the distributing valve at II (Plate 39). Port *h* in the center, is the exhaust port leading directly down to the atmosphere. Port *k* is the warning port, connecting with the atmosphere. Exhaust cavity *g* in the rotary valve is always in communication at one end with exhaust port *h*. Groove *e* in the face of the valve communicates at one end with a port through the valve. This groove is always in communication with a groove in the seat connecting with supply port *b*, and through the opening just mentioned, air is admitted to the chamber above the rotary valve, thus keeping it to its seat. Port *m* connects by a small hole with groove *e*; *f* is a groove in the face of the rotary valve; *l* consists of ports in top and face of valve connected by a passage.

Running Position. This is the position that the independent brake valve should be carried in at all times when the independent brake is not in use. Groove *f* in the rotary valve connects ports *a* and *c* in the valve seat, thus establishing communication between the application cylinder of the distributing valve and port *l* of the automatic brake valve (Plate 51), so that the distributing valve can be released by the latter. It will also be noted that if the automatic brake valve is in running position, and the independent brakes are being operated, they can be released by simply returning the independent valve to running position, as the application-cylinder pressure can then escape through the release pipe and automatic brake valve.

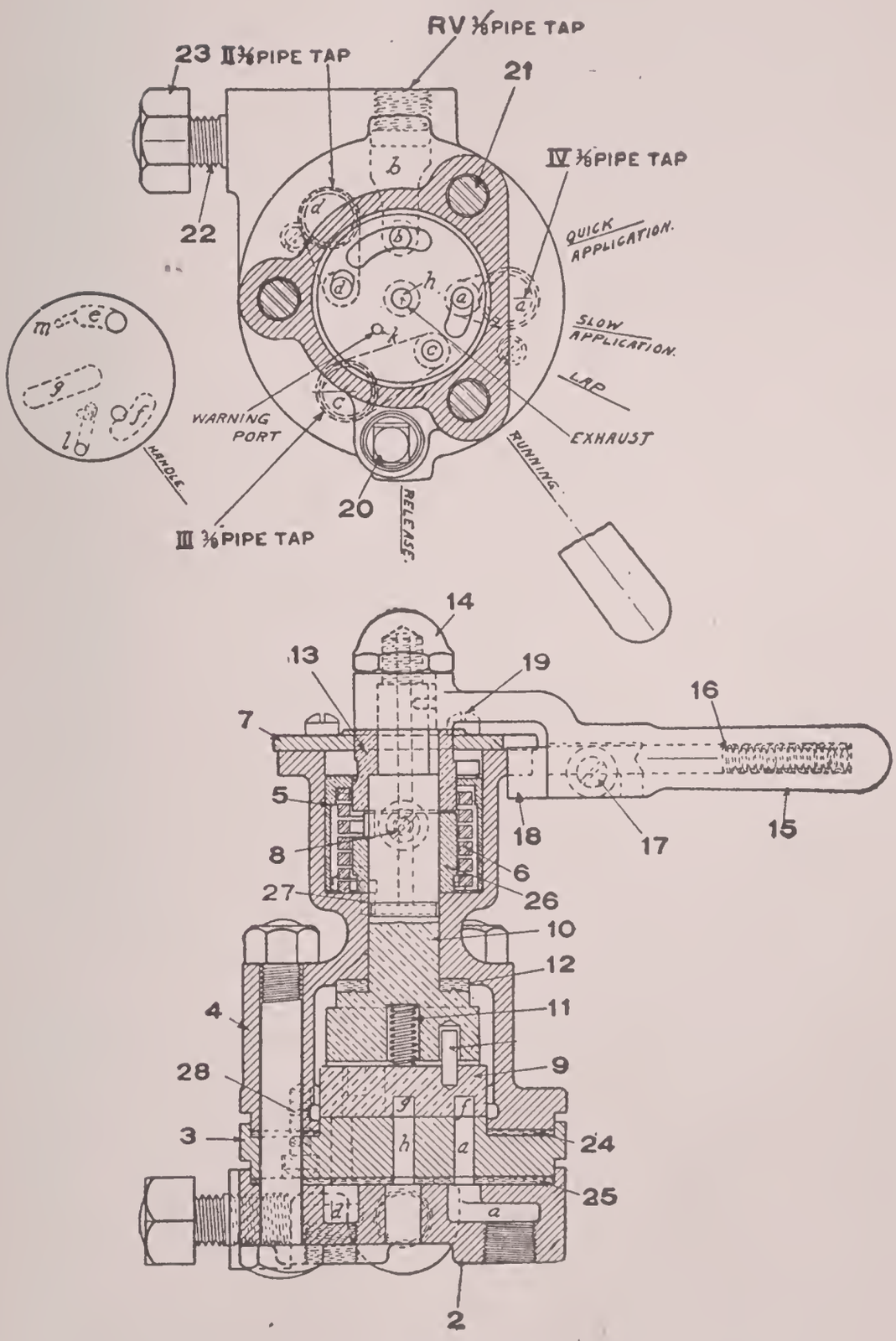


PLATE NO. 58—The S-6 INDEPENDENT BRAKE VALVE. CROSS SECTION.

Slow-Application Position. To apply the independent brake lightly or gradually, move the brake-valve handle to the slow-application position; port *m* registers with port *d*, allowing air to flow from the reducing-valve pipe through port and groove *b* in the seat, groove *c* in the rotary valve, and the comparatively small port *m* to port *d*; thence through the application-cylinder pipe to the application cylinder of the distributing valve.

Quick-Application Position. To obtain a quick application of the independent brake, move the brake-valve handle to quick-application position; groove *c* then connects ports *b* and *d* directly, making a larger opening between them than in the slow-application position, allowing supply air to flow rapidly from the reducing-valve pipe to the application cylinder of the distributing valve.

Since the supply pressure to this valve is fixed by the regulation of the reducing valve to 45 pounds, this is the maximum cylinder pressure that can be obtained.

Lap Position. This position is used to hold the independent brake applied after the desired cylinder pressure is obtained, at which time all communication between operating ports is closed.

Release Position. This position is used to release the pressure from the application cylinder when the automatic brake valve is not in running position. At such time, the offset in cavity *g* registers with port *d*, allowing pressure in the application cylinder to flow through the application-cylinder pipe, ports *d*, *g* and *h* to the atmosphere.

The purpose of return spring 9 is to automatically move the handle 15 from the release to the running position, or from the quick-application to the slow-application

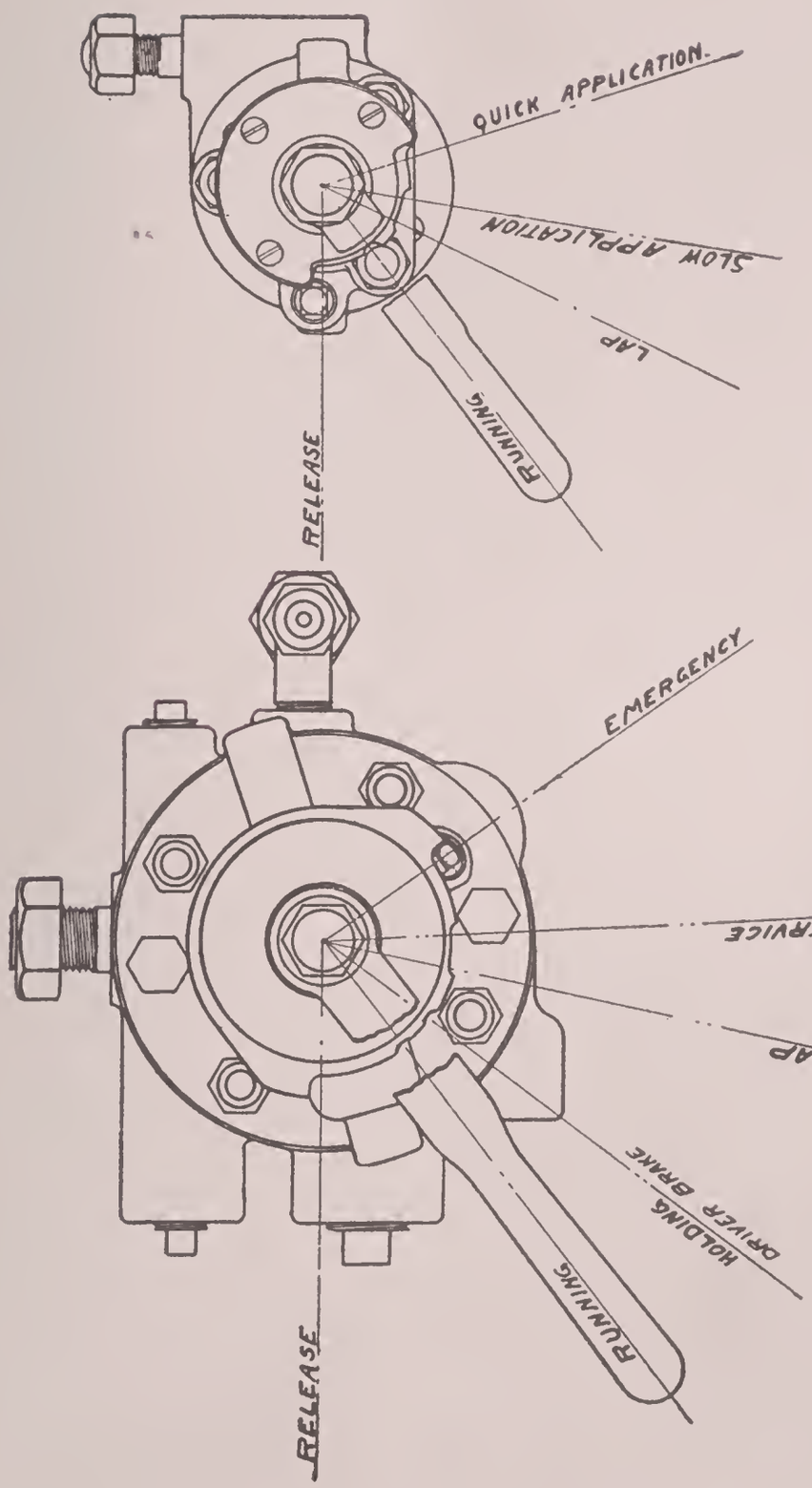


PLATE NO. 59—POSITIONS OF H-6 AND S-6 BRAKE-VALVE-HANDLES.

position, as soon as the engineer lets go of it. The automatic return from release to running position is to prevent leaving the handle in the former, and thereby make it impossible to operate the locomotive brake with the automatic brake valve. The action of the spring between quick-application and slow-application positions serves to accentuate the latter, so that in rapid operation of the valve, the engineer is less likely to unintentionally pass over it to the quick-application position, thereby obtaining a heavy application of the locomotive brake when only a light one was desired. As a warning to the engineer in case of a broken return spring, port *l* in the face of the rotary registers in release position with port *k* in the seat, allowing air to escape to the atmosphere.

The purpose of the oil plug 20 is the same as that described in the automatic brake valve.

The location of this valve should be governed by the same considerations as those mentioned concerning the automatic brake valve.

Plate 59 gives a top view of both brake valves, showing the position of their handles.

THE B-6 FEED VALVE.

The B-6 feed valve (Plates 60 and 61), furnished with the No. 6 equipment, is an improved form of the slide-valve type. It differs from previous ones in charging to the regulated pressure somewhat quicker, and in maintaining the pressure more accurately under the variable conditions of short and long trains, and of good and poor maintenance. Also, it gives high and low brake-pipe pressure control. It is supplied with air di-

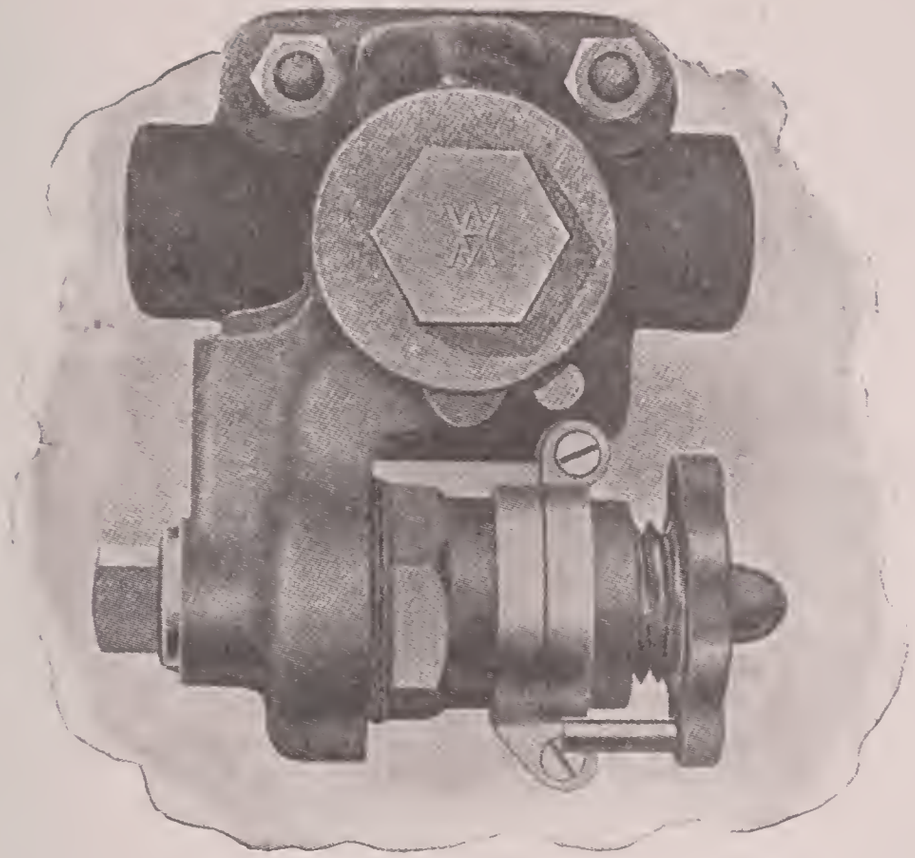


PLATE NO. 60—THE B-6 FEED VALVE—VALVE AND PIPE BRACKET COMPLETE.

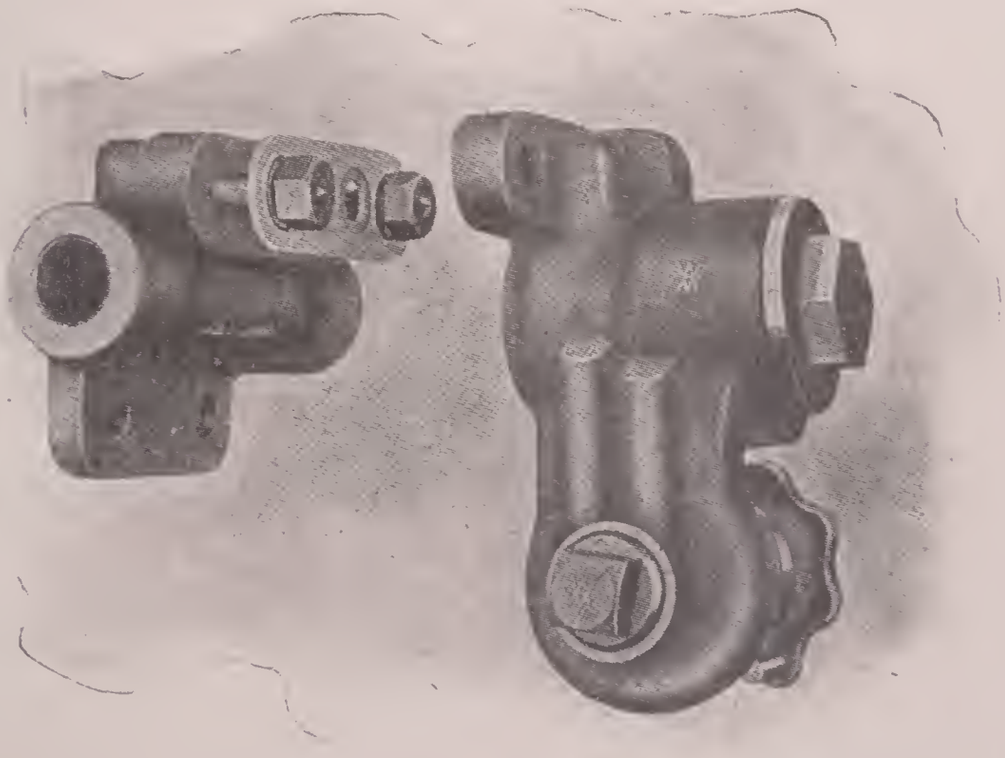


PLATE NO. 61—THE B-6 FEED VALVE—VALVE REMOVED FROM PIPE BRACKET.

rectly from the main reservoir. It regulates the pressure in the feed-valve pipe, and also the brake pipe in running and holding positions of the automatic brake valve as the latter then connects these two pipes. It is connected to a pipe bracket located in the piping between the main reservoir and the automatic brake valve, and is interchangeable with previous types.

Plate 62 and Plate 63 are diagrammatic views of the valve and pipe bracket having the ports and operating parts in one plane to facilitate description. The names of the parts shown in the diagram are as follows: 2. Valve Body; 3, Pipe Bracket; 5, Cap Nut; 6, Piston Spring; 7, Piston Spring Tip; 8, Supply-Valve Piston; 9, Supply Valve; 10, Supply-Valve Spring; 11, Regulating-Valve Cap; 12, Regulating Valve; 13, Regulating-Valve Spring; 14, Diaphragm; 15, Diaphragm Ring; 16, Diaphragm Spindle; 17, Regulating Spring; 18, Spring Box; 19, Upper Stop; 20, Lower Stop; 21, Stop Screw; 22, Adjusting Handle.

This feed valve consists of two sets of parts, the supply and regulating. The supply parts, which control the flow of air through the valve, consists of the supply valve 9 and its spring 10; the supply-valve piston 8 and its spring 6. The regulating parts consist of the regulating valve 12, regulating-valve spring 13, diaphragm 14, diaphragm spindle 16, regulating spring 17, and regulating handle 22.

Main-reservoir air enters through port *a*, *a* to the supply-valve chamber B, forces supply-valve piston 8 to the left, compresses piston spring 6 and causes the port in supply valve 9 to register with port *c* (See Plate 63). This permits air to pass through ports *c* and *d* to the feed-valve pipe at FVP, and through port *e* to diaphragm chamber L.

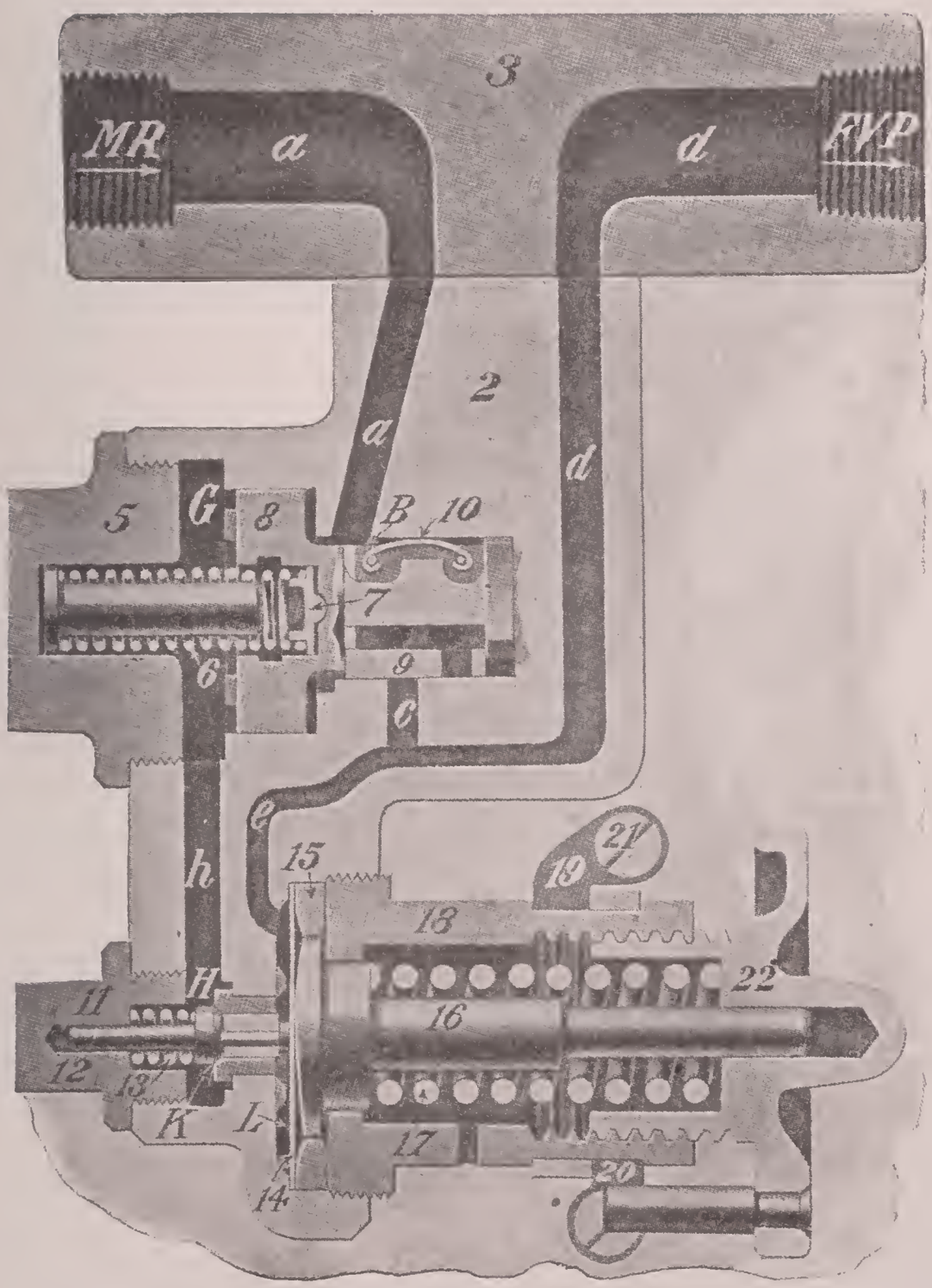


PLATE NO. 62—DIAGRAM OF B-6 FEED VALVE, CLOSED.

CONNECTIONS:

MR—Main-Reservoir Pipe; FVP—Feed-Valve Pipe.

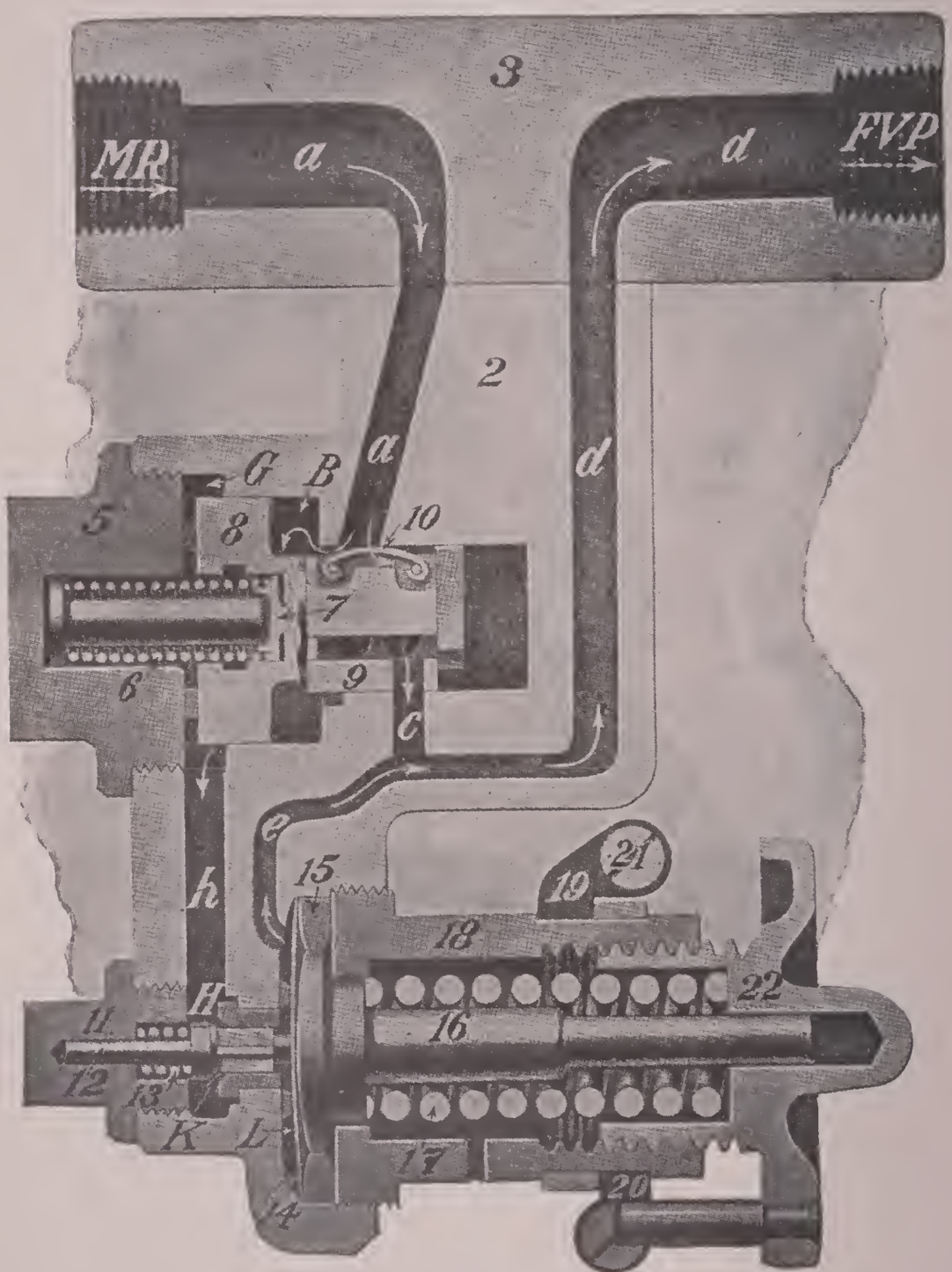


PLATE NO. 63—DIAGRAM OF B-6 FEED VALVE OPEN.
(For connections see Plate No. 62.)

Regulating valve 12 is then open and connects chamber G, on the left of piston 8, to the feed-valve pipe through passage *h*, port *k*, chamber L, and passage *e*, *d*, *d*. Air feeding by the piston cannot accumulate above feed-valve pipe pressure. When regulating valve 12 is closed, the pressure on the left of piston 8 quickly rises, to the main-reservoir pressure on the right, and piston spring 6 forces piston 8 and supply valve 9 to the right, closes port *c*, and stops the flow to the feed-valve pipe.

The regulating valve is operated by diaphragm 14. When the pressure of regulating spring 17 on its right is greater than the feed-valve pipe pressure in chamber L on its left, it opens regulating valve 12. This causes the supply valve to admit air to the feed-valve pipe. When the feed-valve pipe pressure in chamber L is greater than that of the regulating spring 17, the diaphragm allows regulating valve 12 to close. This causes the supply valve to stop admitting air to the feed-valve pipe.

As already explained under subject H-6 Automatic Brake Valve, in release position of the latter, the warning port is supplied from the feed-valve pipe. This insures that the low-pressure governor head will keep the brake-pipe pressure equal to the low pressure governor head in release position even though the feed valve is leaking slightly.

The distinguishing feature of this type of feed valve is the duplex adjusting arrangement by which it eliminates the necessity of the two feed valves in high and low pressure service. The spring box, 18, has two rings encircling it, which are split through the lugs marked 19 and 20 in the diagram, and which may be secured in any position by the screw 21. The pin forming part of

adjusting handle 22, limits the movement of the handle to the distance between stops 19 and 20. When testing the valve, stop 19 is located so that the compression of spring 17 will give the desired high brake-pipe pressure, and stop 17 so that the spring compression is enough less to give the low brake-pipe pressure. Thereafter, by simply turning handle 22 until its pin strikes either one of these stops, the regulation of the feed valve is changed from one brake-pipe pressure to the other.

To adjust this valve, slacken screws 21, which allows stops 19 and 20 to turn around spring box 18. Adjusting handle 22 should be turned until the valve closes at the lower brake-pipe pressure desired, when stop 20 should be brought in contact with the handle pin, at which point it should be securely fastened by tightening screw 21. Adjusting handle 22 should then be turned until the higher adjustment is obtained, when stop 19 is brought in contact with the handle pin and securely fastened. The stops should be placed to give 110 pounds high, and 70 pounds low, brake-pipe pressure.

When replacing this feed valve on its pipe bracket after removal, the gasket, shown in Plate 61, must always be in place between the valve and bracket, to insure a tight joint.

THE C-6 REDUCING VALVE.

This valve, illustrated in Plate 64 is the well known feed valve that has been used for many years in connection with the G-6 brake valve, but in this equipment is attached to a pipe bracket. The only difference between it and the B-6 feed valve just described is in the adjustment, it being designed to reduce main-reservoir pressure

to a single fixed pressure, which in this equipment, is, as already stated, 45 pounds. To adjust this valve, remove the cap nut on the end of the spring box; this will expose the adjusting nut, by which the adjustment is

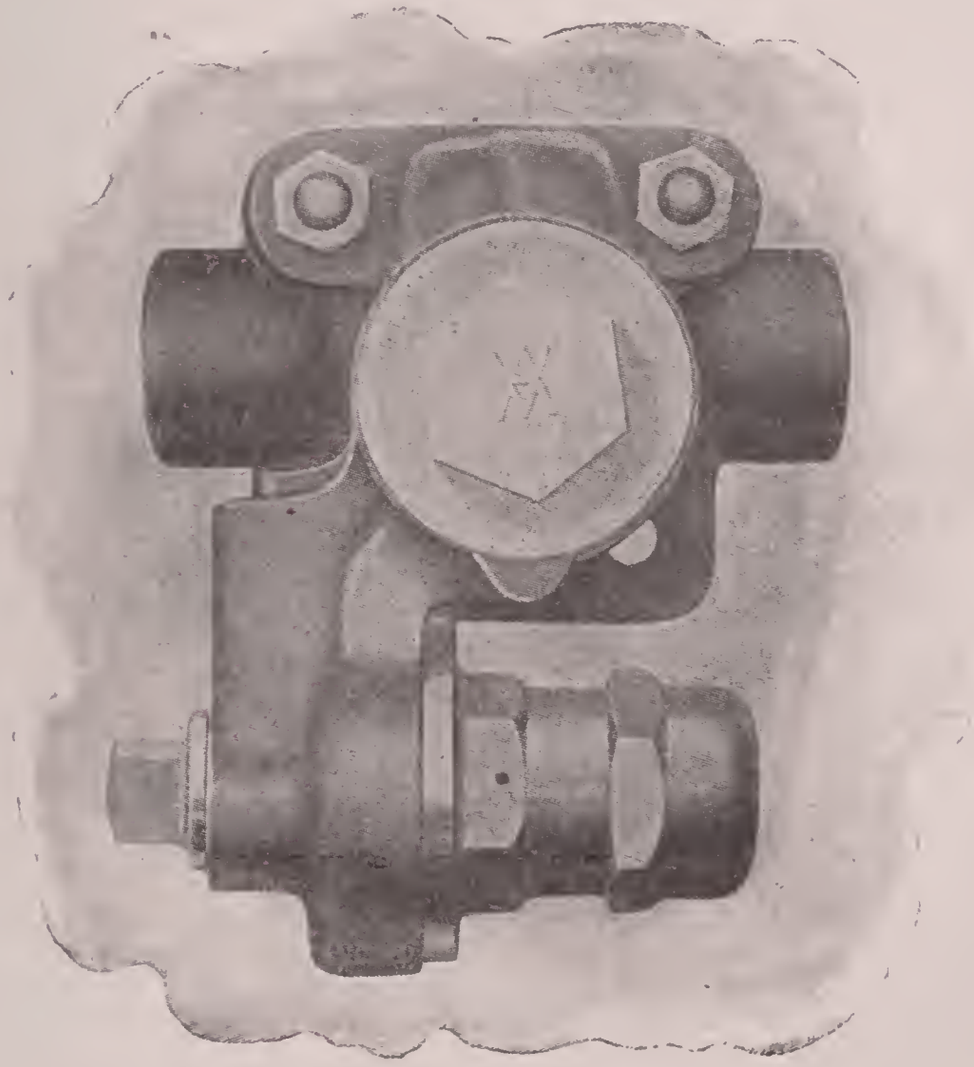


PLATE NO. 64—THE C-6 REDUCING VALVE.

made. It is called a "Reducing Valve" when used with the independent brake and air-signal systems, simply to distinguish it from the feed valve supplying the automatic brake valve.

THE SF TYPE OF PUMP GOVERNOR.

The duty of the SF Pump Governor is to sufficiently restrict the speed of the pump, when the desired main-reservoir pressure is obtained, as will prevent this pressure from rising any higher. During most of the time on a trip, the automatic brake valve is in running position, keeping the brakes charged. But little excess pressure is then needed, and the governor regulates the main-reservoir pressure to about 20 pounds only above the brake-pipe pressure, thus making the work of the pump easier. On the other hand, when the brakes are applied (lap position of the automatic brake valve, following the use of its service position) a high main-reservoir pressure is needed to insure their prompt release and recharge. Therefore, as soon as the use of lap, service or emergency positions is commenced, the governor allows the pump to work freely until the maximum main-reservoir pressure is obtained. Again, when the brake-pipe pressure is changed from one amount to another by the feed valve, as where a locomotive is used alternately in high-speed-brake and ordinary service, the governor automatically changes the main-reservoir pressure to suit, and at the same time maintains the other features just described.

Another important feature is that, before commencing and during the descent of steep grades, this governor enables the engineer to raise and maintain the brake-pipe pressure about 20 pounds above the feed-valve regulation merely by the use of release position of the automatic brake valve, the position which should be used during such braking.

The following will explain the construction and operating of the SF Governor.

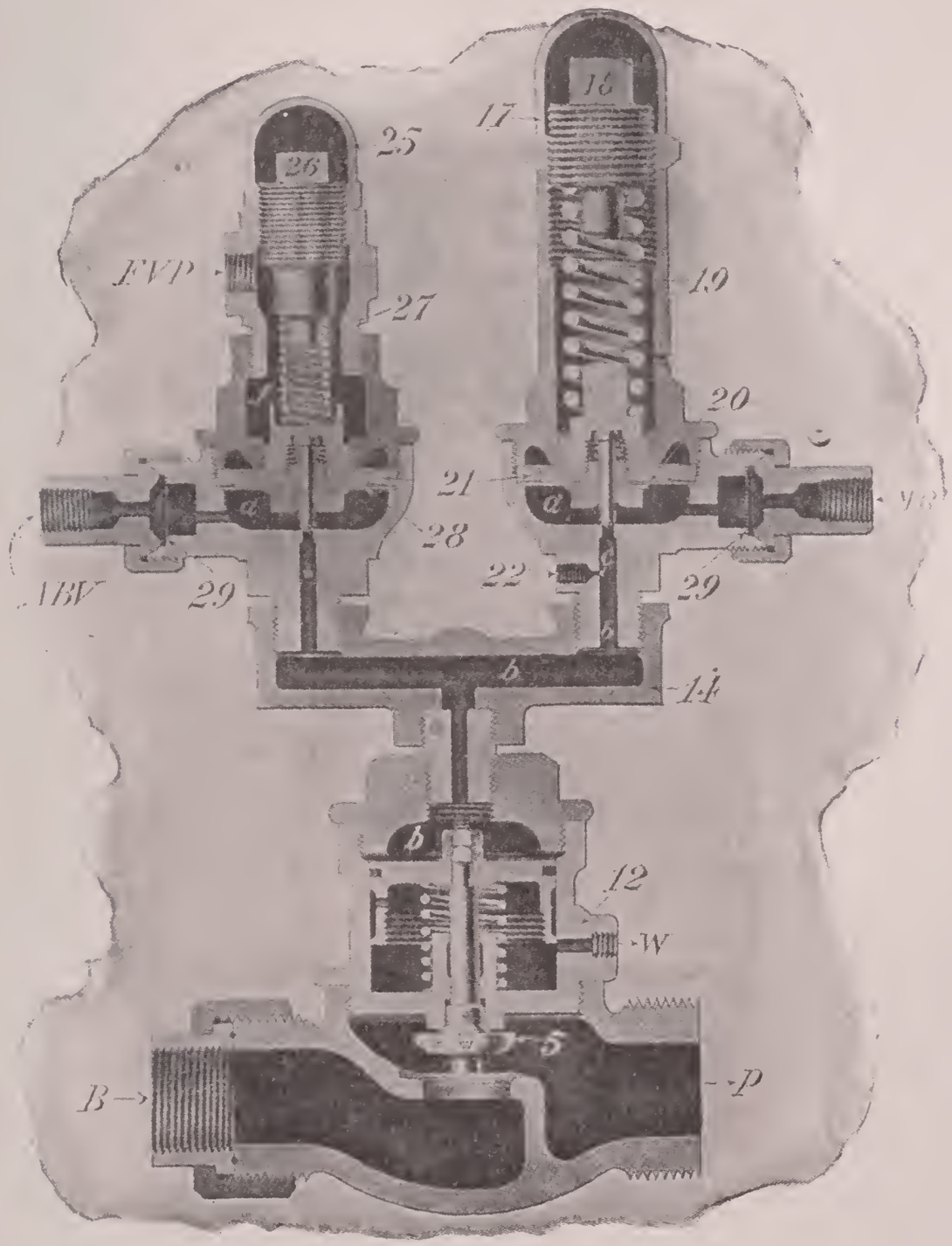


PLATE NO. 65—THE SF-4 PUMP GOVERNOR.

Plate 65 shows a sectional view of this governor with steam valve 5 open. By reference to the piping diagram

in Plate 33, connection B leads to the boiler; P to the air pump; MR to the main reservoir; ABV to the automatic brake valve; FVP to the feed-valve pipe; W is the waste-pipe connection. Steam enters at B and passes by steam valve 5 to the connection P and to the pump. The governor regulating head on the left is called the "low-pressure head," and the one on the right the "maximum-pressure head." Air from the main reservoirs flows through the automatic brake valve (when the latter is in release, running or holding position) to the connection marked ABV into chamber *d* below diaphragm 28. Air from the feed-valve pipe enters at the connection FVP to chamber *f* above diaphragm 28, adding to the pressure of regulating spring 27 in holding it down. As this spring is adjusted to about 20 pounds, this diaphragm will be held down until the main-reservoir pressure in chamber *d* slightly exceeds the combined air and spring pressure in chamber *f*. At such time, diaphragm 28 will rise, unseat its pin valve, and allow air to flow to chamber *b* above the governor piston, forcing the latter downward, compressing its spring and restricting the flow of steam past steam valve 5 to the point where the pump will just supply the leakage in the brake system.

When the main-reservoir pressure in chamber *d* becomes reduced, the combined spring and air pressure above the diaphragm forces it down, seating its pin valve. As chamber *b* is always open to the atmosphere through the small vent port *c*, the pressure in chamber *b* above the governor piston will then escape to the atmosphere and allow the piston spring, and steam pressure below valve 5, to raise it and the governor piston to the position shown. Since the connection from the main

reservoir to chamber *d* is open only when the handle of the automatic brake valve is in release, running or holding positions, in the other positions this governor head is cut out. The connection marked MR in the maximum-pressure head should be connected to the main reservoir cut-out cock, or to the pipe connecting the two main reservoirs, so as to be *always* in communication with the main reservoir, so that when the low-pressure head is cut out by the brake valve, or by the main-reservoir cut-out cock, this head will control the pump. When main-reservoir pressure in chamber *a* exceeds the adjustment of spring 19 in the maximum-pressure head, diaphragm 20 will raise its pin valve and allow air to flow in to chamber *b* above the governor piston, controlling the pump as above described. The adjustment of spring 19 thus forms the maximum limit of main-reservoir pressure, as, for example, when the train brakes are applied. As each governor head has a vent port *c*, from which a small amount of air escapes whenever pressure is present in port *b*, to avoid an unnecessary waste of air, one of these should be plugged.

To adjust the low-pressure head of this governor, remove cap nut 25 and turn adjusting nut 26 until the compression of spring 27 gives the desired difference between main reservoir and brake-pipe pressures, the handle of the automatic brake valve being in running position. To adjust the maximum-pressure head, remove cap nut 17 and turn adjusting nut 18 until the compression of spring 19 causes the pump to stop at the maximum main-reservoir pressure required, the handle of the automatic brake valve now being on lap. Spring 27 should be adjusted for 20 pounds excess pressure, and spring 19 for a pressure ranging from 120 to 140 pounds, depending on the service.

THE "DEAD ENGINE" FEATURE.

The "Dead Engine" feature shown in Plate 33 is for the operation of the locomotive brakes when the pump on a locomotive in a train is inoperative through being broken down, or by reason of no steam. Plate 66 shows the combined strainer, check valve, and choke fitting. As these parts are not required at other times, a cut-out cock is provided. This cock should be kept closed except under the conditions just mentioned. The air for operating the brakes on such a locomotive must then be supplied through the brake pipe from the locomotive operating the train brakes.

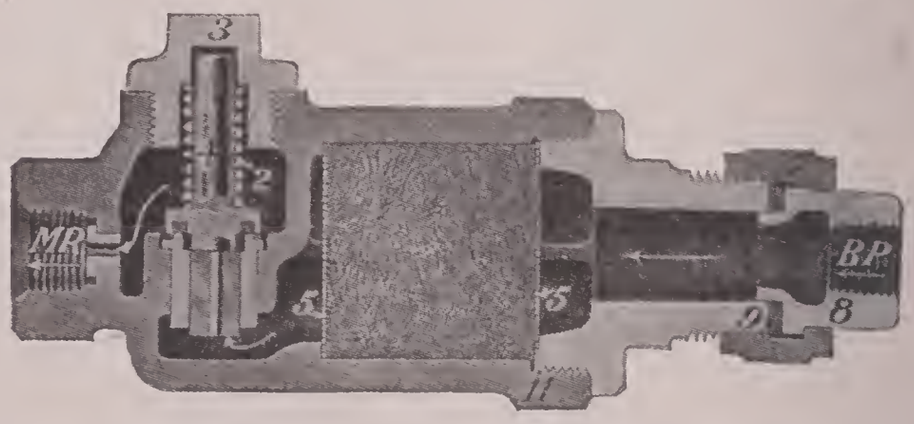


PLATE NO. 66—COMBINED AIR STRAINER AND CHECK VALVE.

With the cut-out cock open, air from the brake pipe enters at BP, Plate 66, passes through the curled hair strainer, lifts check valve 4, held to its seat by a strong spring, passes through the choke bushing, and out at MR to the main-reservoir, thus providing pressure for operating the brakes on this locomotive. The double-heading cock should be closed, and the handle of each brake valve should be in running position. Where ab-

sence of water in the boiler, or other reason, justifies keeping the maximum braking power of such a locomotive lower than the standard, this can be accomplished by reducing the adjustment of the safety valve on the distributing valve. It can also be reduced at will by the independent brake valve.

The strainer protects the check valve and choke from dirt. Spring 2 over the check valve insures this valve seating and, while assuring an ample pressure to operate the locomotive brakes, keeps the main-reservoir pressure somewhat lower than the brake-pipe pressure, thereby reducing any leakage from the former. The choke prevents a sudden drop in brake-pipe pressure and the application of the train brakes, as would otherwise occur with an uncharged main reservoir cut in to a charged brake pipe. In this, it operates similarly to the feed groove in a triple valve.

THE HIGH-SPEED BRAKE.

Briefly stated, the high speed brake is an apparatus which enables the engineer to apply a very high pressure to the brake cylinders while running at a high speed, which automatically reduces as the train slows down.

When a train is equipped with the high-speed brake a pressure of 110 pounds is carried in the trainpipe and auxiliaries and 120 in the main reservoir.

The equipment for the high-speed brake is the same as the ordinary quick-action brake, except that there is a duplex pump governor, an additional slide valve feed-valve, a quick action instead of a plain triple on the tender, a specially designed plain triple for the driver and truck

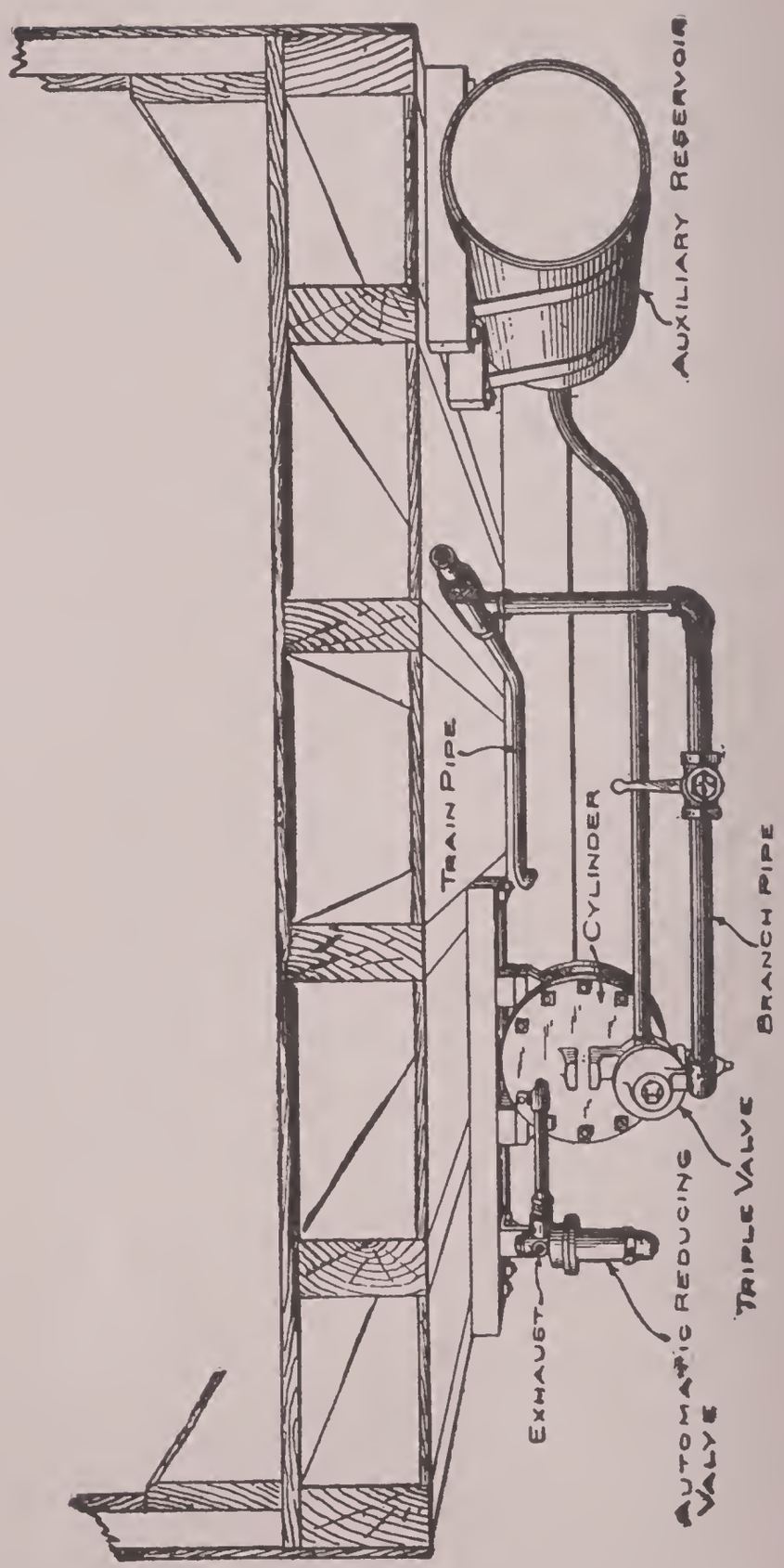


PLATE NO. 67—HIGH-SPEED BRAKE; CAR PIPE ARRANGEMENT.

brakes, and an automatic reducing valve attached to the cylinder 8 under the locomotive when the ET equipment is not used, and each car, as shown in Plate 67.

As the high pressures are only to be used on trains which run at a very high speed, there are cut-out cocks on the pump governor and feed valves with old style equipment, so that the regular seventy and ninety pounds can be carried when required, but with the new style ET equipment the duplex governor system is used.

When it is desired to change the locomotive equipment from the quick-action to the high-speed brake with old style equipment, it is only necessary to turn two handles, that of the reversing cock of the feed valve and that of the quarter-inch cut-out cock on the pipe leading to the governor. These handles must be turned at right angles to the position occupied when the quick-action brake is being used.

The duplex pump governor consists merely of two diaphragm portions of the ordinary pump governor (only one of which is in use at a time) connected with one steam valve portion, see Plate 65.

DESCRIPTION OF PLATE 67—HIGH-SPEED BRAKE AS ATTACHED TO CAR.

This illustration shows how the reducing valve is attached to a car and piped to the pressure head of brake cylinder.

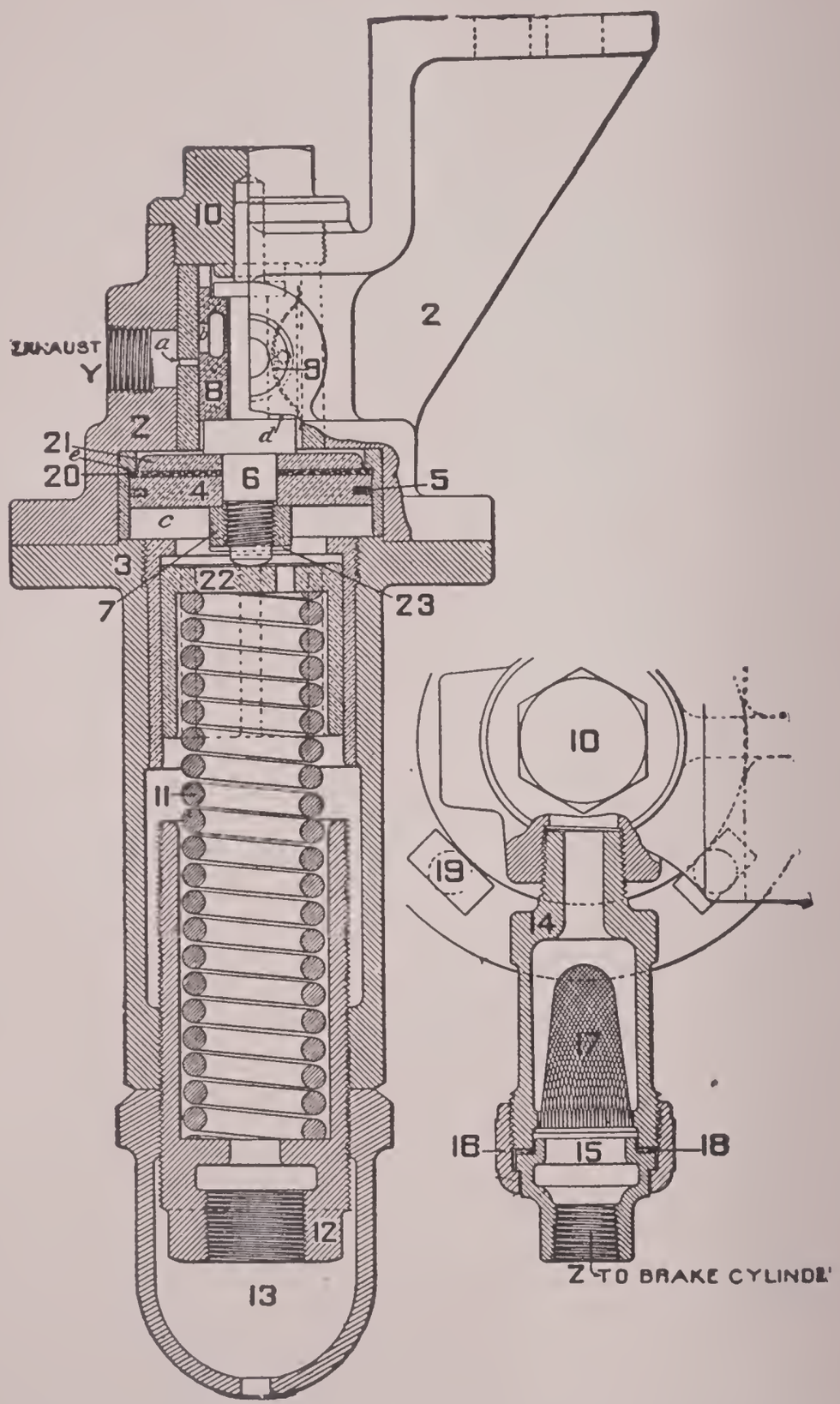


PLATE 68—THE HIGH-SPEED AUTOMATIC REDUCING VALVE.

DESCRIPTION OF PLATE 68—AUTOMATIC REDUCING VALVE.

10. Cap nut.
9. U spring of slide valve.
8. Slide valve.
6. Slide-valve piston.
11. Regulating spring.
12. Regulating nut.

The principle of the high-speed brake is as follows: As the friction between the shoe and the wheel is lessened as the rapidity of rotation of the wheel increases, and as the adhesion between the wheel and rail remains practically the same regardless of speed, a greater cylinder pressure can be used while the train is moving at a high speed without danger of sliding wheels, but as the train slows down the cylinder pressure must be correspondingly reduced. This is done by what is called the automatic reducing valve.

Attached to the brake cylinder on each car there is an automatic reducing valve. Fig. 2, shows how the air passes in at Z, through a strainer (17), and, if the pressure is above sixty pounds, it overcomes the tension of regulating spring 11, and piston 4 is forced down, which carries the slide valve (8) with it, so that port *b* in the valve registers with port *a* in the seat, and allows the surplus pressure to escape to the atmosphere until the cylinder pressure is down to sixty pounds, when the regulating spring forces the slide valve up and thereby closes the exhaust port *a*, and holds the sixty pounds in the cylinder until the engineer releases the brake in the usual way.

Plates 69, 70 and 71 illustrate the positions of the ports in the valve seat and slide valve of the reducing valve when making a service stop, an emergency stop, or when there is sixty pounds or less in the cylinder.

The opening *d* in the side of the slide valve always admits cylinder pressure to port *b*, and, as port *b* is triangular in form, when a service stop is made the largest end of port *b* is in register with port *a*, to allow the air to reduce as rapidly as possible from the cylinder, but when an emergency application is made the slide

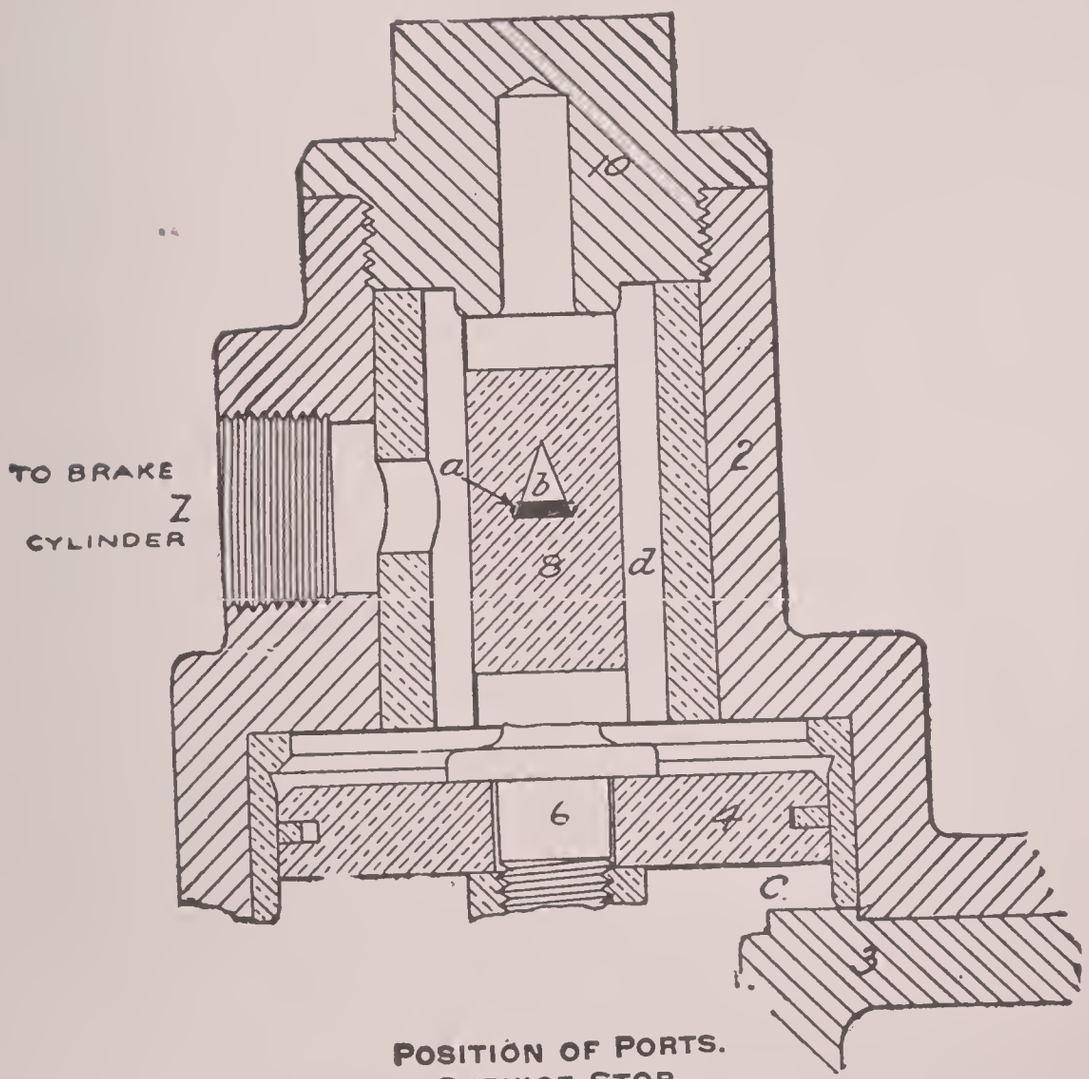


PLATE NO. 69—SERVICE STOP.

DESCRIPTION OF PLATE 69—SERVICE STOP.

8. Face of slide valve, showing large end of port *b* to be in register with exhaust port *a*.

valve is forced down so that the small end of port *b* is in register with port *a*, and as the surplus cylinder pressure is gradually exhausted the regulating spring gradually raises the slide valve until, when there is a fraction less than sixty pounds left in the cylinder, port *b* is beyond port *a*, and the exhaust is closed.

The air remaining in the cylinder is released in the usual manner, by way of the triple exhaust.

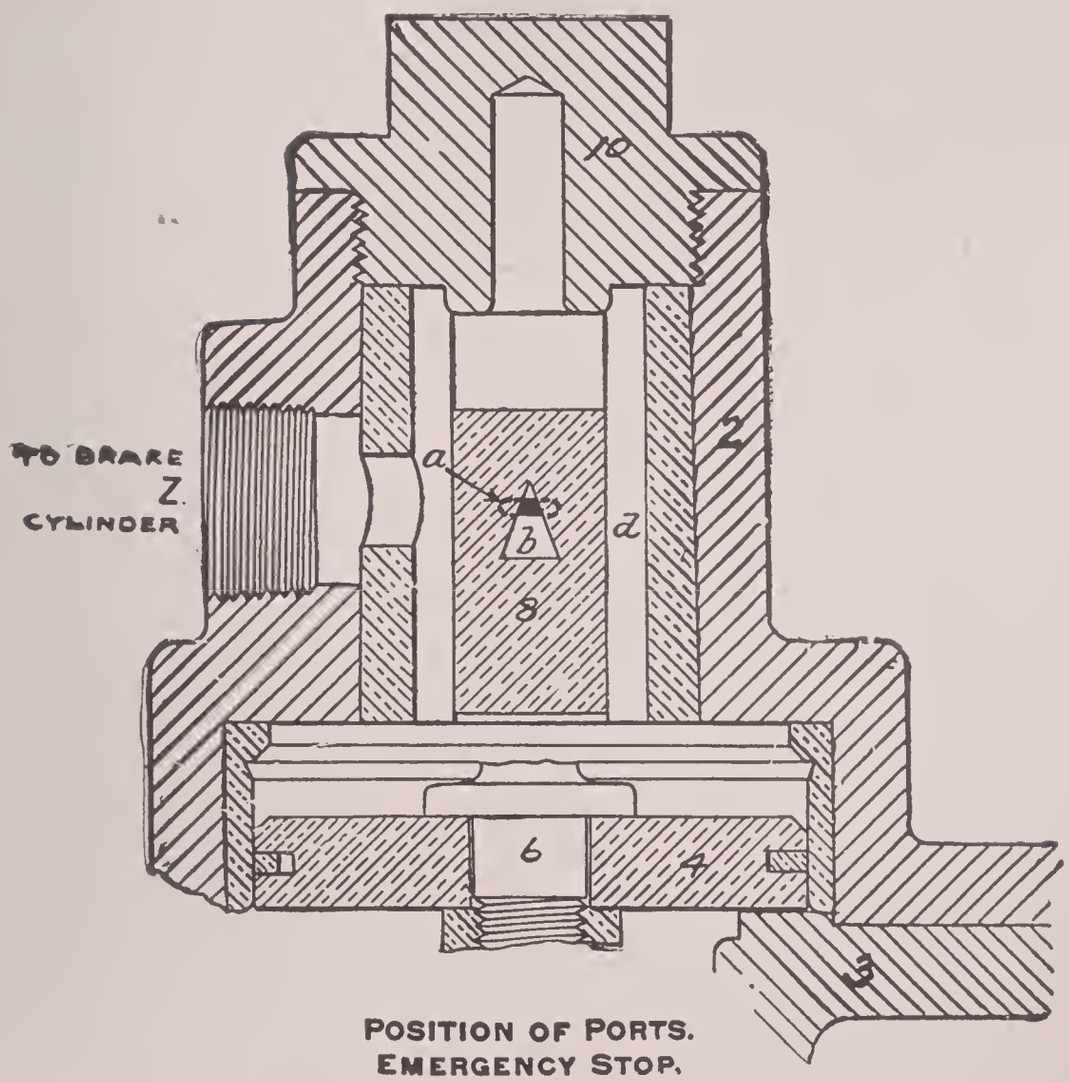
The reducing valve should be examined occasionally in order to detect and overcome any possible leak through the discharge port.

Cars that are not equipped with automatic reducing valve should never be attached to trains employing the high-speed brake, unless the brake cylinders are equipped with the safety valve provided for temporary use in such cases. The safety valve has been specially designed to prevent a higher than standard pressure in the brake cylinders of cars not equipped with the automatic reducing valve. It may be quickly screwed into the oiling hole of the brake-cylinder head and removed when the car is again placed in ordinary service.

HIGH-PRESSURE CONTROL OR SCHEDULE U.

The purpose of the high-pressure control equipment is to enable enginemen to safely handle freight trains which are hauled out empty and brought back loaded.

For example, all freight-brake rigging is supposed to be adjusted so that the brake power exerted will be equal to only seventy per cent of the light weight of the car with a seventy-pound auxiliary pressure, and when you load a car, you of course change its weight; consequently if the brake power on an empty car should be only sev-



POSITION OF PORTS.
EMERGENCY STOP.

PLATE NO. 70—EMERGENCY STOP.

DESCRIPTION OF PLATE 70—EMERGENCY STOP.

8. Face of slide valve, showing small end of port *b* to be in register with exhaust port *a*.

enty per cent, that percentage would be very materially lowered when you increase the weight by loading the car. Even a very light load will materially change the percentage of brake power. As it would be very difficult to change the percentage of brake power by altering the brake rigging every time the weight of a train was changed (although this has been tried by using a lever shifting attachment) it is at once seen that the easiest and most practical way out of the difficulty is to change the standard of pressure carried in the auxiliary reservoir, and it is with this object in view that freight locomotives are equipped with the high-pressure control, for with this equipment an engineer can change his air pressure from 70 and 90 pounds to 90 and 110 pounds by simply turning a cut-out cock, and thereby increasing the percentage of brake power on his train.

To make this plain to you I will explain by saying that if the brake-piston travel on a car is eight inches, and you make a service application of thirty pounds from a seventy-pound auxiliary and trainpipe pressure you would simply get fifty pounds in your brake cylinder, and would be wasting ten pounds of your trainpipe pressure, because the auxiliary and brake cylinder would have equalized at fifty pounds with a twenty pound trainpipe reduction. Now, if you should have ninety pounds in the auxiliary you would have to draw off about twenty-six pounds in order to equalize the auxiliary and brake cylinder pressures, but they would equalize at about sixty-seven pounds, thereby giving you much more brake power with a full service application than you would ordinarily get from a seventy-pound trainpipe pressure with an emergency application. The reason for this is because the auxiliary and brake cylinder will equal-

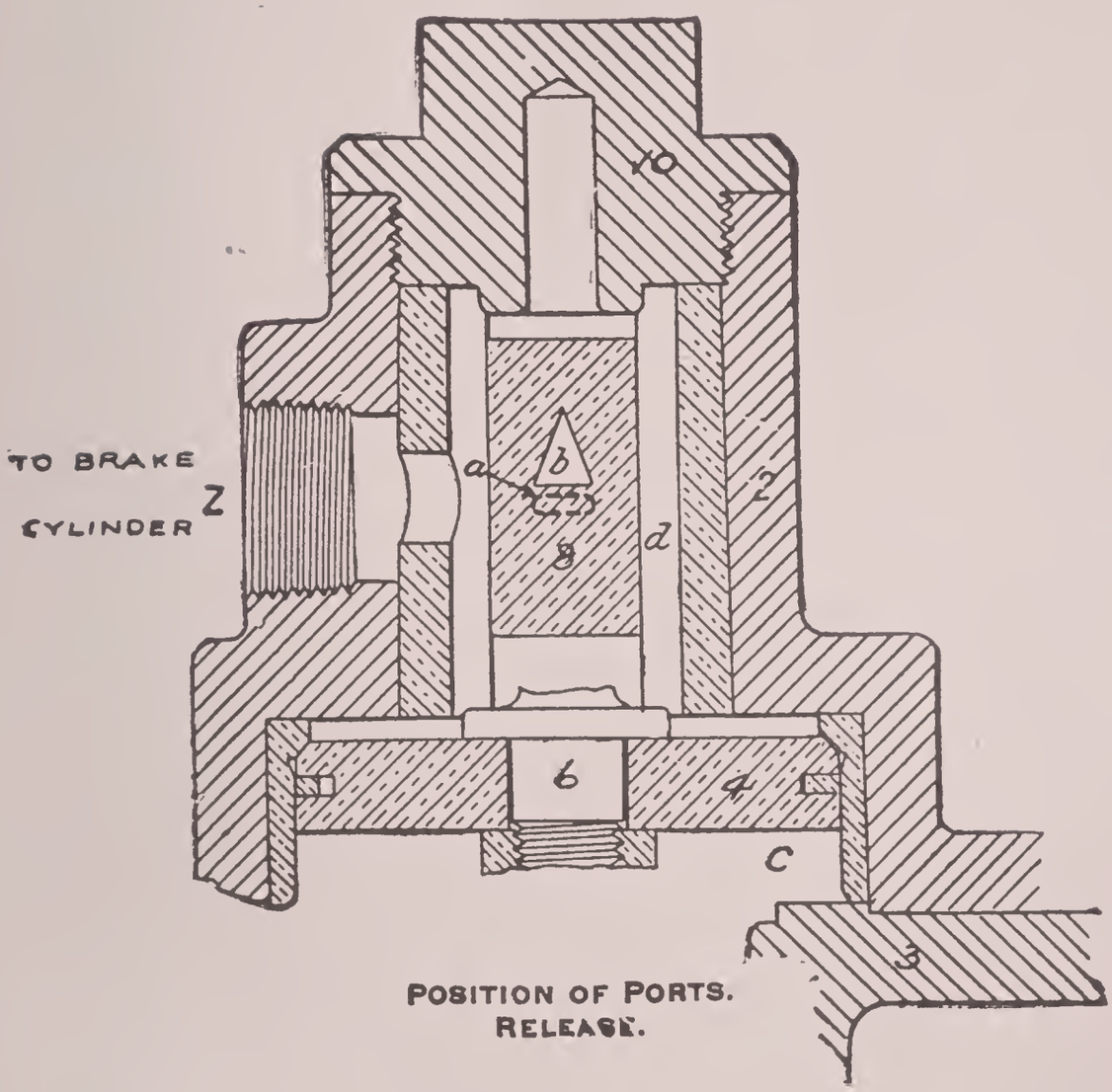


PLATE NO. 71—RELEASE POSITION.

DESCRIPTION OF PLATE 71—RELEASE POSITION.

8. Face of slide valve, showing port *b* closed to exhaust port *a*.

ize at a point (2-7) two-sevenths below the original auxiliary pressure. For example, a 20-pound reduction from a 70-pound auxiliary pressure will equalize at 50, and 20 is two-sevenths of 70.

By this arrangement an engineer can greatly increase the brake power on his train so that he has it under better control in descending grades, and with little or no chance of sliding wheels, for the reason that the increased load not only makes the increased cylinder pressure safe, but absolutely essential.

As a precaution against sliding wheels on the engine and tender, there is attached to them safety valves which automatically let out all but fifty pounds of brake cylinder pressure when an application is made. An additional safe-guard against sliding or heating of engine tires is the Dukesmith No. 4 Engine Control Valve, furnished by the Dukesmith Air Brake Company, Pittsburg, Pa. With this new valve an engineer can release any part or all of the brake pressure on the locomotive without interfering with the train brakes. (See Driver Brake Control.)

The difference between the high pressure control and the high-speed brake is as follows: the cars require no additional parts when using the high-pressure control; safety valves are used on the engine and tender instead of automatic reducing valves, and plain triple valves are used on both the engine and tender brakes, whereas a quick-action triple is used on the tender with the high-speed brake. The duplex pump governor is piped to both the main reservoir and slide valve feed valve with the high pressure control, whereas with the high-speed brake the governor is piped direct to the main reservoir.

Owing to the fact that the ninety pound pump governor is piped to the feed valve and because the feed

valve is automatically cut out by the action of the rotary whenever the handle of the brake-valve is in any other position but running or release, it will be seen that when the handle of the brake valve is in any other position the 110-pound governor controls the pump, thereby causing it to quickly pump up the excess pressure.

With the high speed brake the governor is piped direct to the main reservoir, the same as with the quick-action equipment, consequently the cutting in or out of the ninety-pound governor by the quarter-inch cut-out cock on the governor pipe will give you the low or high pressure as desired. The reason for having but one cut-out cock for the two governors with the high-speed brake is because if you cut in the ninety-pound governor the steam valve will be closed at ninety pounds, and if you cut out the ninety-pound governor it will require 120 pounds to unseat the diaphragm valve in order to let the air shut off the steam valve. The tension of the steam valve spring is, of course, always the same, no matter which governor is in use, but the tension of the diaphragm spring (41) is regulated by nut 40, so that one diaphragm valve will be lifted by ninety and the other by 120 pounds, or, if you are using the high pressure control, at ninety and 110 pounds.

COMBINED STRAIGHT AIR AND AUTOMATIC ENGINE BRAKE.

The old style straight air brake valves are now being superseded by the Westinghouse ET, the New York B-3 and the Dukesmith No. 4 and No. 6 equipment. Besides the regular apparatus used with the automatic brake, the Westinghouse and New York Straight Air equipment consists of the following parts: a double check valve for the purpose of automatically shifting the con-

nection from the cylinder to either the triple valve or the straight air-brake valve, as the case may require; a straight air-brake valve, having three positions, release, lap and application; a slide valve feed valve, set at forty-five pounds, and attached to the straight air-brake valve, to reduce the main reservoir pressure when using straight air. The double check valve is used on both the engine and tender brakes. The Dukesmith Combined Automatic and Straight Air Brake Valve No. 4 does not require the use of double check valves, and has an additional advantage in that the engineer can release the locomotive brakes with this valve even though the trainpipe or hose should be bursted. For full description of this valve see Dukesmith No. 4 Brake Valve.

PLATE 72—THE DOUBLE CHECK VALVE.

The double check valve consists of a casing (2-3) with two end and two side openings, and has inside a loose, spool-shaped piece with a leather seat on each end (6) for the purpose of making a joint with the valve seat (*a-b*) at either of the end openings, against which it is driven by the air pressure entering at the other.

The pipe leading from the straight air-brake valve is connected to one end opening of the double check valve, and the pipe from the triple is connected to the other end opening, and the connection with the brake cylinder is made by a pipe leading from either of the side openings, and to the other side opening is attached a safety valve set at about fifty pounds.

Plate 72 shows the double check valve when straight air is being used, for as the air from the brake valve strikes the check valve it is forced against seat *b*, which shuts off the triple and opens port *c*, which allows the air to rush into the cylinder.

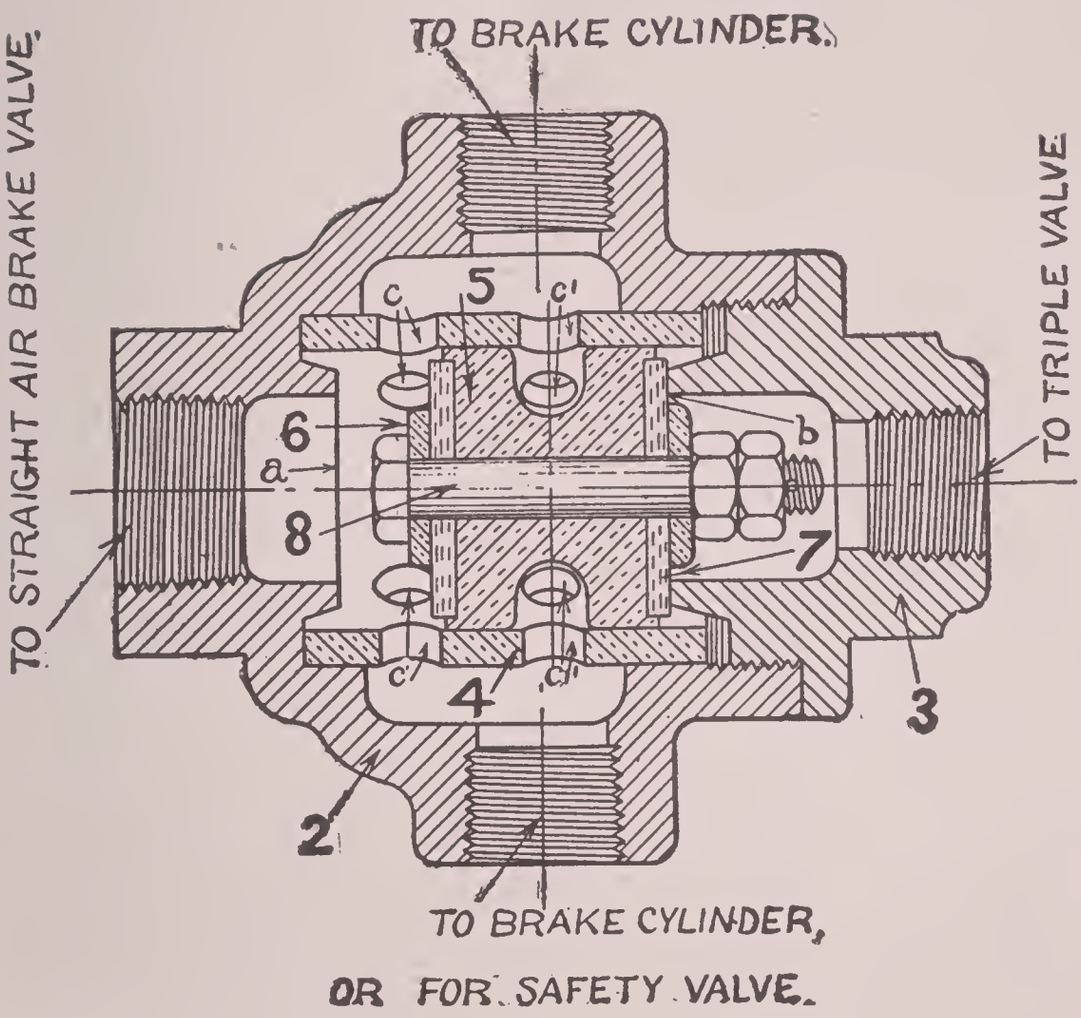


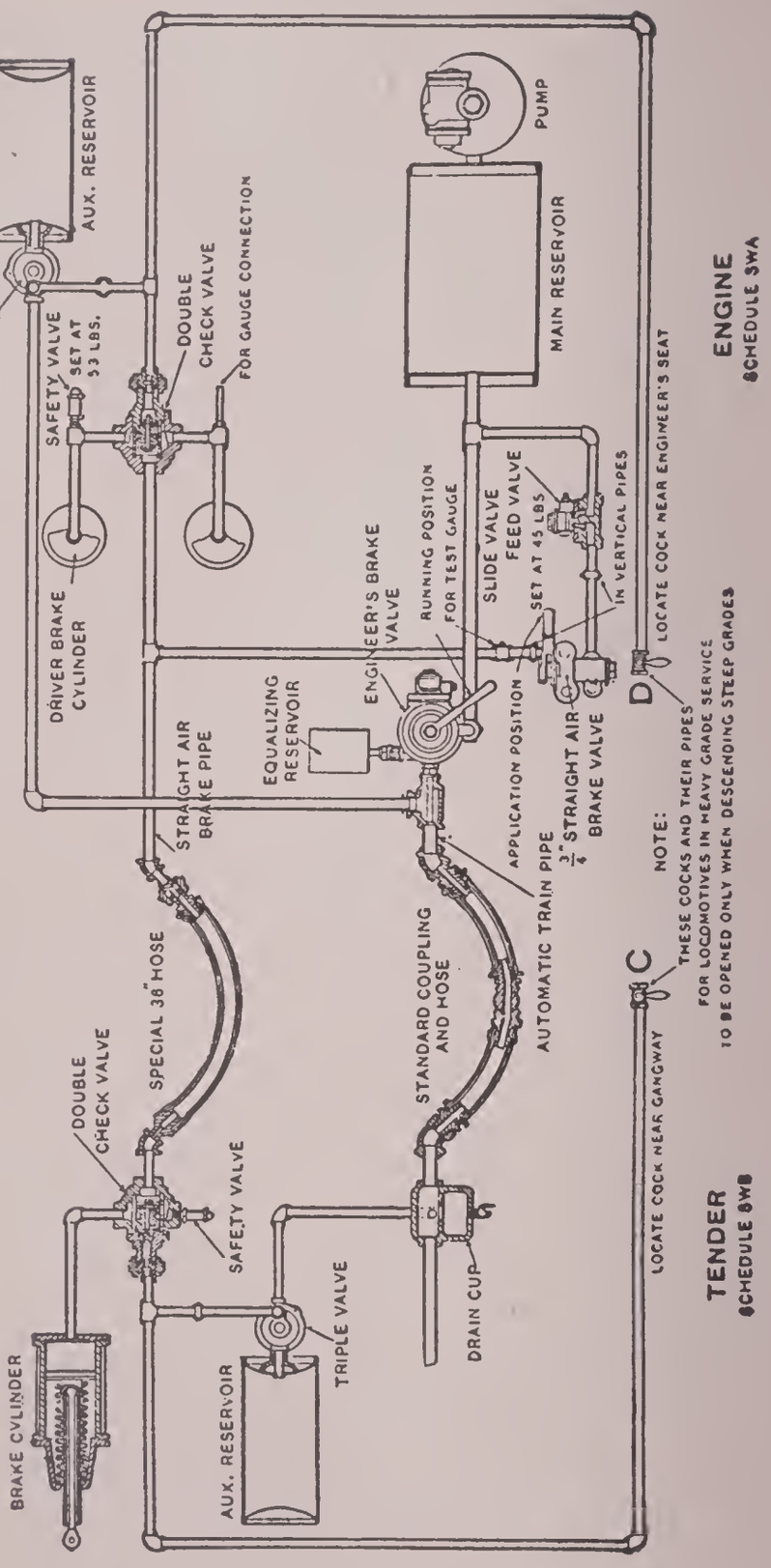
PLATE NO. 72—DOUBLE CHECK VALVE.

DESCRIPTION OF PLATE 72—DOUBLE CHECK VALVE.

4. Bushing.
5. Check valve.
a and *b*. Valve seat.
c, *c*. Ports for "straight air."
*c*1, *c*1. Ports for "automatic."
7. Leather gasket.

PLATE 73

METHOD OF PIPING THE WESTINGHOUSE COMBINED AUTOMATIC AND STRAIGHT AIR BRAKE.



(For description see following page.)

DESCRIPTION OF PLATE 73.

[Plate 73 is a diagrammatic illustration showing the method of piping the Westinghouse Combined Automatic Straight Air Valve. The main features to be remembered are that the hose between the engine and tender, marked special 36 inch hose, should be one continuous piece in order to avoid possible leakage; that with this arrangement two double check valves are needed and two exhaust valves marked D and C, are used for the purpose of enabling the engineer to reduce the pressure on the locomotive when descending heavy grades, or when the wheels are sliding; as shown in the chart, there must also be a safety valve attached to the brake cylinders on both the engine and tender, and there should also be a pressure gauge for indicating what the brake cylinder pressure is at all times, and this is very important, for the reason that should the reducing valve become defective it is liable to allow a much too heavy pressure to get into the cylinder. The exhaust valves C and D, as shown in the diagram, are located on the tender and engine respectively, and should be within easy reach of the engineer, for when they are needed they are needed in a hurry.]

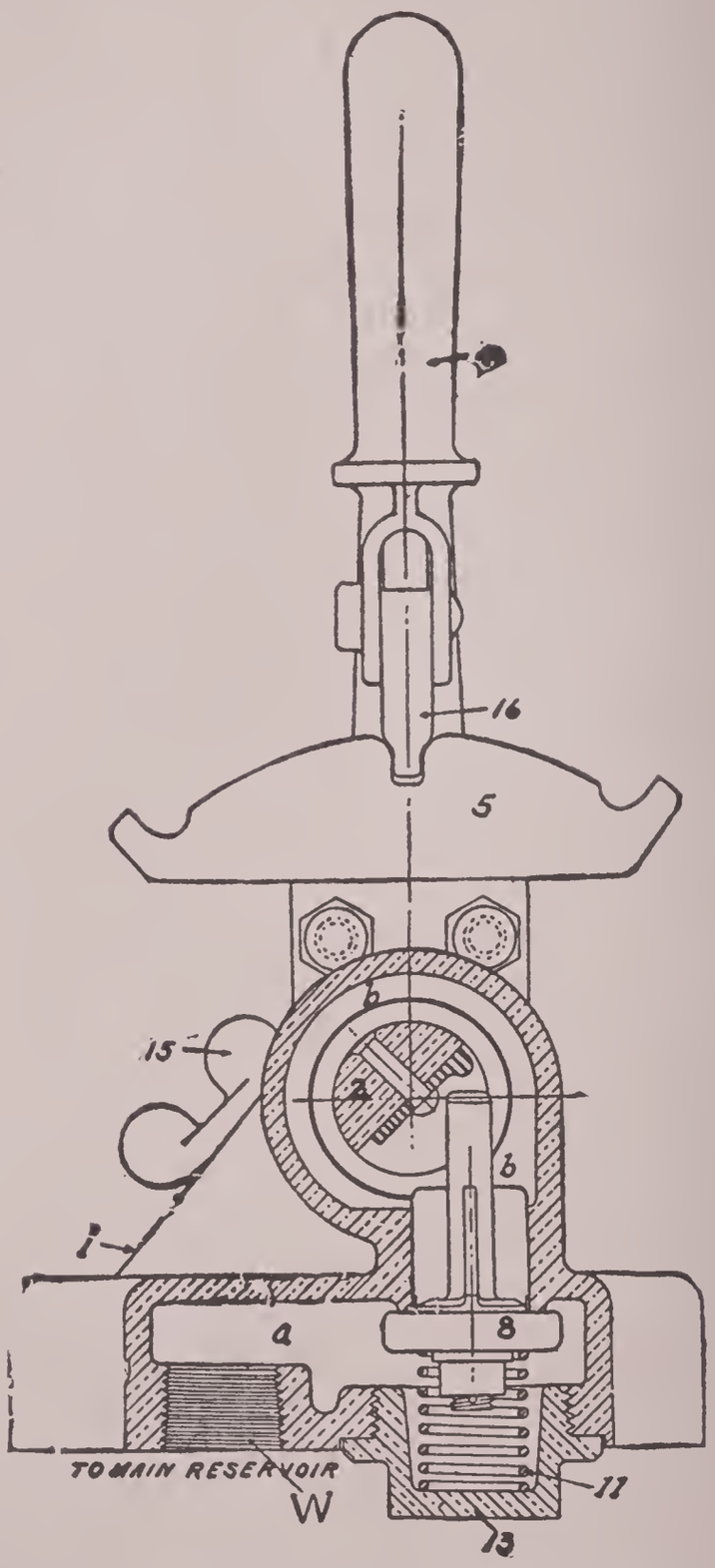


PLATE NO. 74—WESTINGHOUSE STRAIGHT AIR BRAKE VALVE (OLD STYLE), SHOWING VALVE 8.

(For description see following page.)

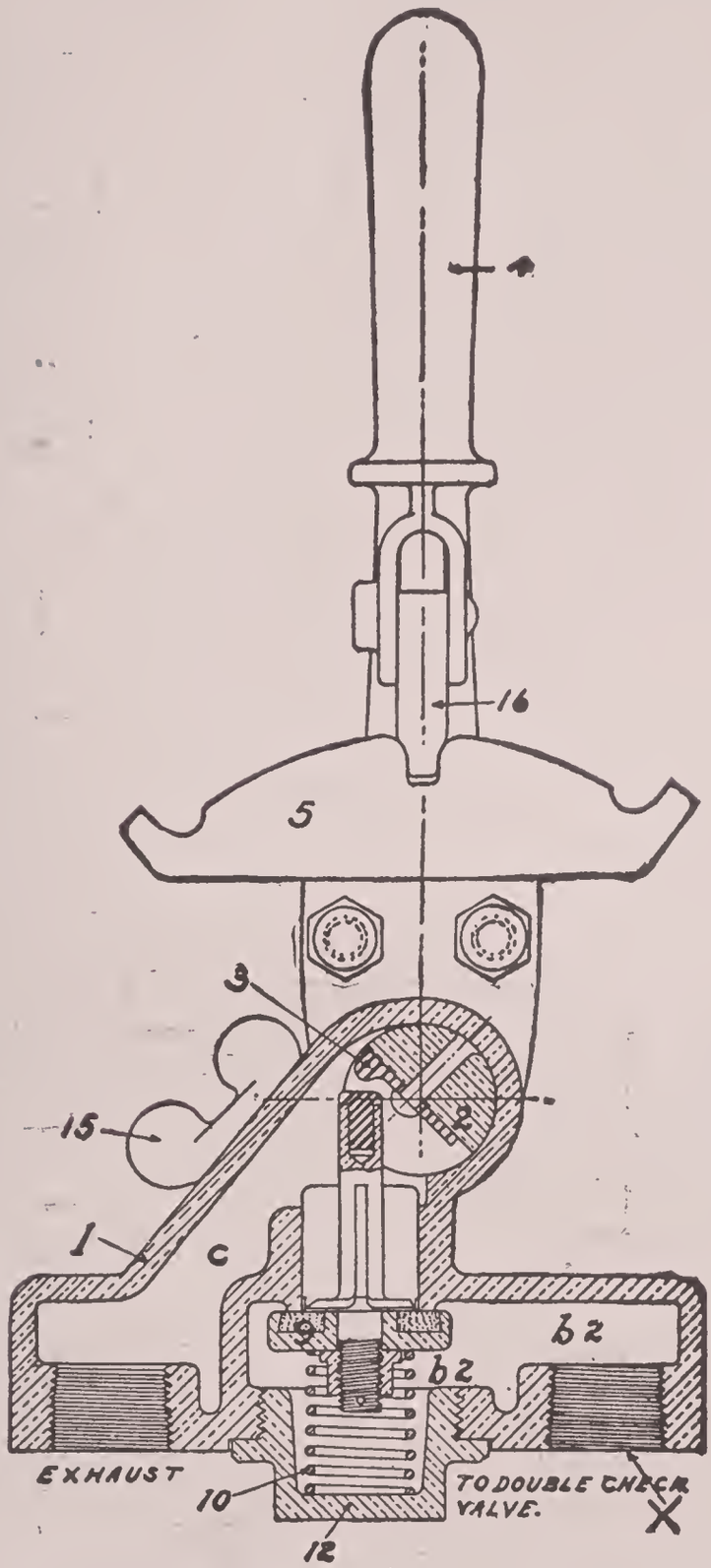


PLATE NO. 75—WESTINGHOUSE STRAIGHT AIR BRAKE VALVE SHOWING VALVE 9.

Description of Plates 74 and 75—2. Shaft attached to handle (4) for operating valve 8 and release valve 9. The handle is on lap position.

DESCRIPTION OF PLATE 76.

Section F.F. shows how the air passes from the main reservoir by way of valve 8 to the double check valve, and how in returning from the double check it passes under valve 9 to the exhaust.

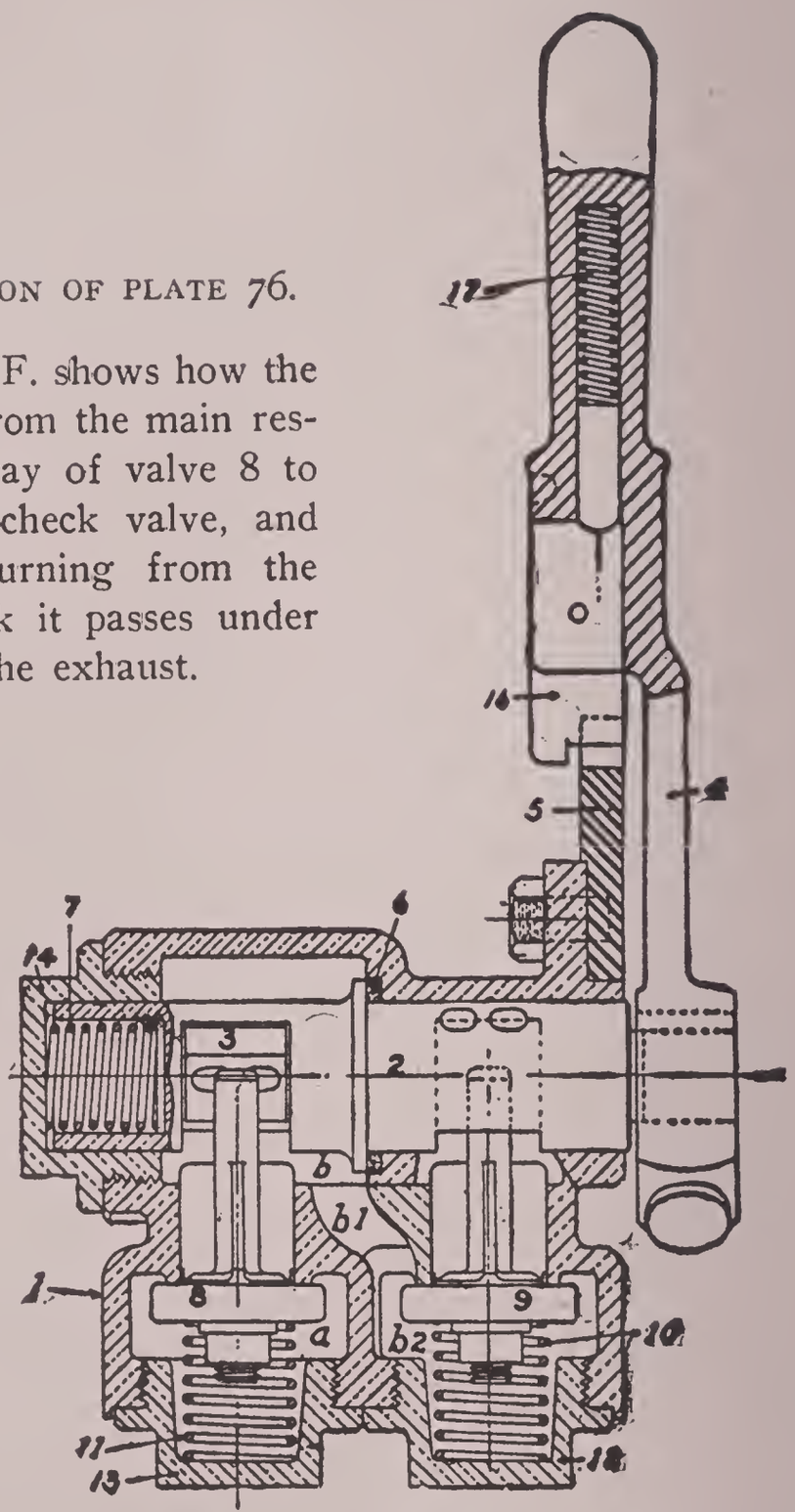


PLATE NO. 76—BRAKE VALVE FOR COMBINED STRAIGHT AIR AND AUTOMATIC ENGINE BRAKE.

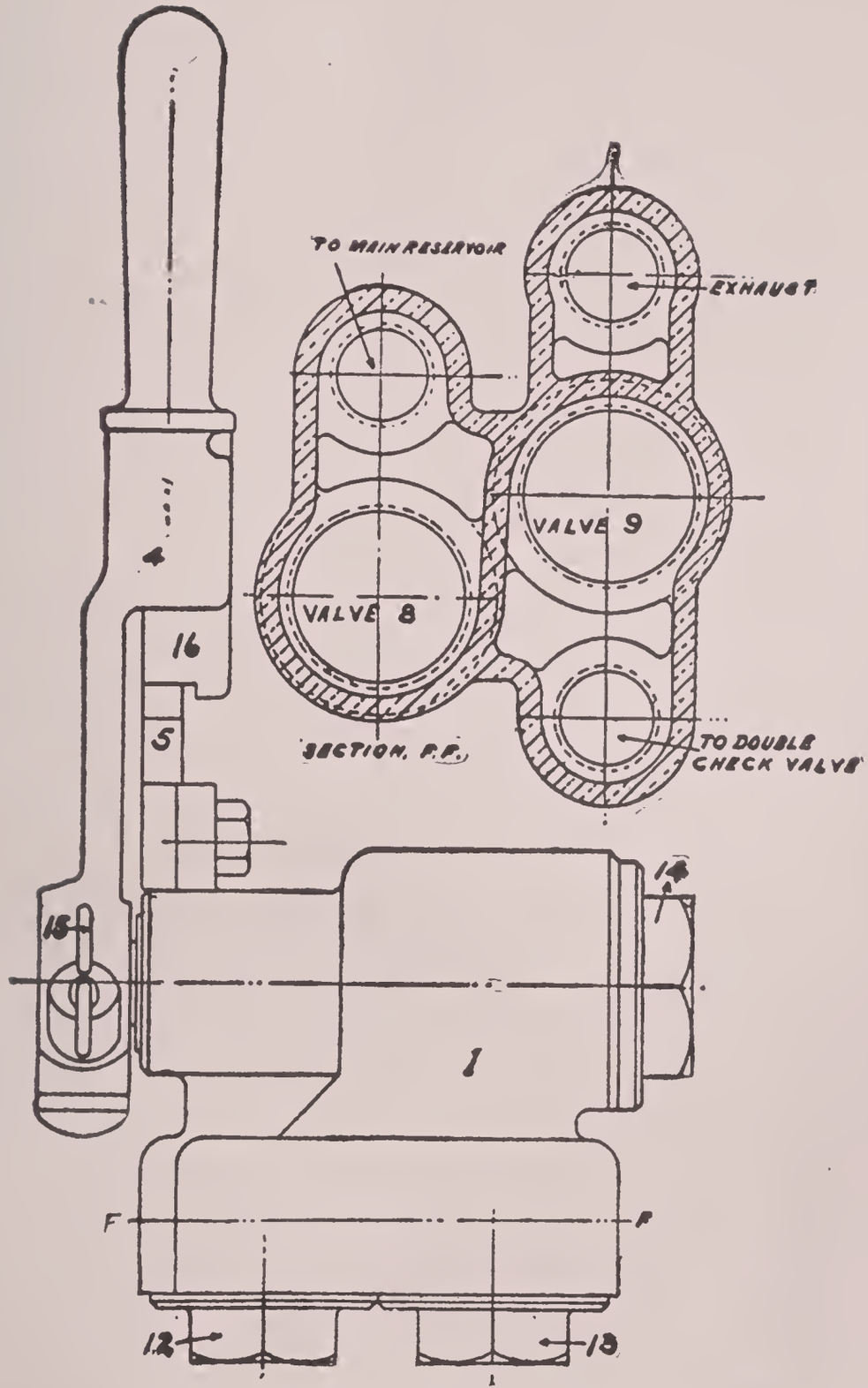


PLATE NO. 77—BRAKE VALVE FOR COMBINED STRAIGHT AIR AND AUTOMATIC ENGINE BRAKE, OLD STYLE.

(For description see following page.)

To release the brake the engineer simply places the handle of the brake valve on release position and the air in the cylinder returns through the same ports in the check valve and escapes to the atmosphere by way of the release port in the brake valve.

To apply the brakes with the automatic, the old style straight air brake valve *must* be in release position, and when using the straight air the automatic brake valve must be left in running position. The engine brakes cannot be released with the Westinghouse or New York Straight Air Brake Valve if the triple is in application position.

When a reduction is made on the trainpipe pressure in the usual way, with the automatic brake valve, the air from the auxiliary forces the check valve against seat *a*, and thereby opens ports *c*1, which allows the auxiliary air to rush into the cylinder. The brake is released in the usual way, for when the automatic brake valve is placed in full release position the triple piston reverses the slide valve, and the exhaust being thus opened the air in the cylinder flows back through ports *c*1 in the check valve and out through the triple exhaust.

When an engineer wishes to do so he can keep his train brakes released and still have his engine and tender brakes set, when his engine is equipped with this special apparatus.

PLATES 74, 75, 76 AND 77—THE STRAIGHT AIR-BRAKE VALVE.

The Westinghouse straight air-brake valve has three positions: release, lap and application. Plates 74 and 75 show it on lap. It is very simple, as the essential parts are the handle (4); the shaft (2), to which the handle is fastened, which operates two check valves (8 and 9),

Check valve 8 controls the supply of air from the main reservoir to the brake cylinder, and valve 9 controls the exhaust from the cylinder.

Look at plate 74 and imagine that you have moved the handle to the right, which would cause the shaft to force valve 8 down and allow main reservoir pressure, which is always in chamber *a*, to flow under the valve into passage *b* and through *b*1 (plate 76), *b*2 and X (plate 75) to the double check valve and on into the cylinder, as explained under Plate 72.

To release the brake, the handle is moved back to the extreme left, which causes the shaft to allow valve 8 to reseat, and forces valve 9 down, when the air from the cylinder passes back through X, *b*2, under valve 9, through passage *c* to the exhaust.

The slide valve feed valve is attached to the pipe leading to the double check valve, and when the handle is thrown to application position the flow of air from the main reservoir to the cylinder is shut off automatically at forty-five pounds. Should the feed valve leak, or be set too high, the safety valve will allow the surplus pressure to escape, and should the safety valve not seat properly it would allow the cylinder pressure to leak off when either a partial straight air or automatic application was made.

The New York Straight Air Brake Valve has four positions and the Dukesmith has four, and are described under their respective headings.

PLATE 78—THE WHISTLE SIGNAL SYSTEM.

There are four essential things that go to make up the air-signal system, aside from the pipes, cut-out cocks, cords, etc.

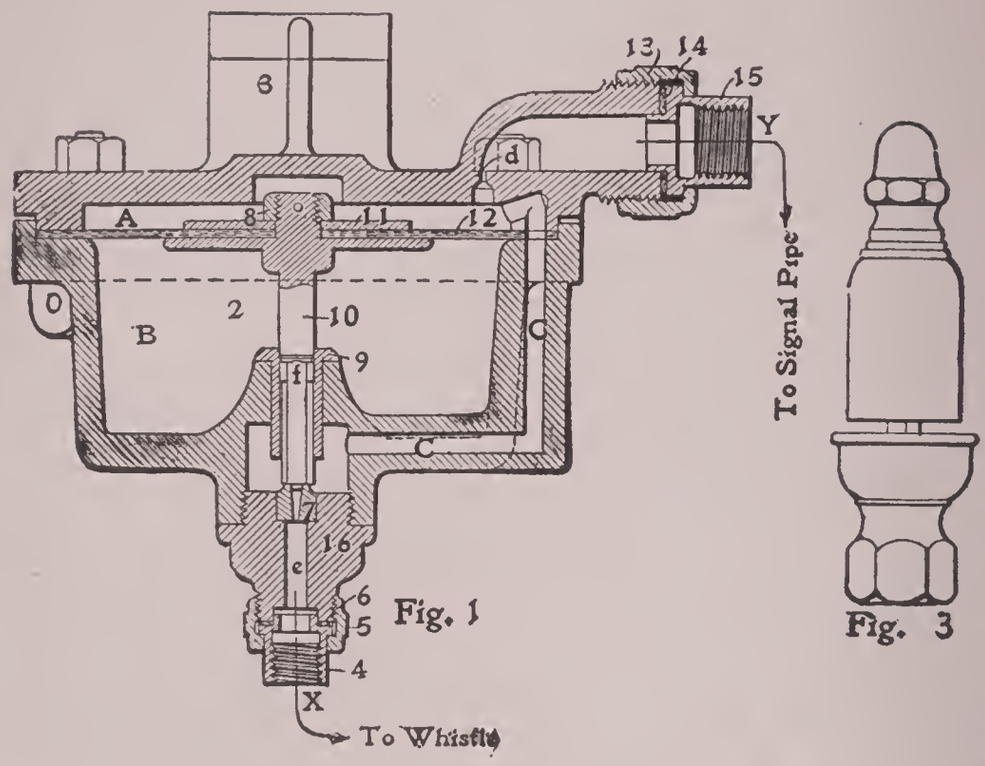


Fig. 1

Fig. 3

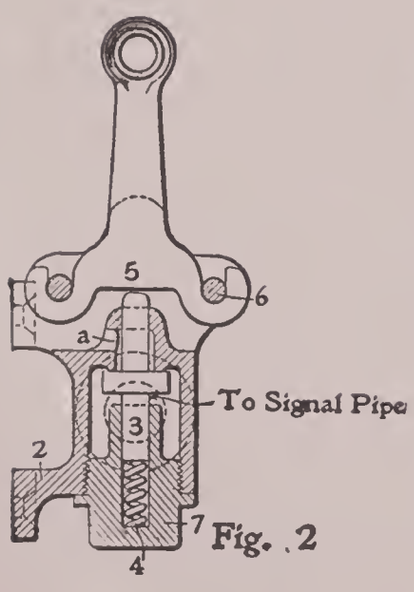


Fig. 2

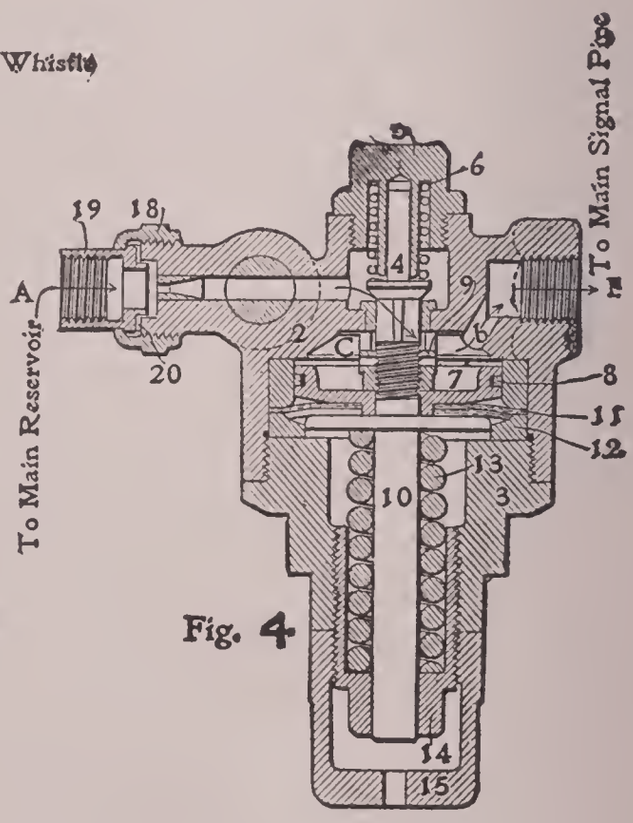


Fig. 4

PLATE NO. 78—WHISTLE SIGNAL SYSTEM.

DESCRIPTION OF PLATE 78—WHISTLE SIGNAL SYSTEM.

Fig. 1. Whistle signal valve.
Fig. 2. Car discharge valve.
Fig. 3. The whistle.
Fig. 4. Reducing valve.

Fig. 1 is the signal valve, and stands in the same relation to the whistle as the auxiliary does to the brake cylinder, for it is in the signal valve that the air is stored for use in blowing the whistle.

Fig. 2 is the car discharge valve, and stands in the same relation to the air signal as the conductor's valve does to the air brake, for when the car discharge valve is opened the air escapes from the signal pipe and causes the whistle to blow.

Fig. 3 is the whistle.

Fig. 4 is the improved reducing valve, which is to the air-signal what the feed-valve attachment is to the air brake, as it controls the pressure in the signal pipe and signal valve.

The reducing valve is identical in its operation with the old style feed-valve attachment, and when you understand one you know the other, for as the regulating spring 13 is set at forty pounds, the diaphragm piston (10) will keep the supply valve (4) off its seat until the main reservoir pressure (which flows in at A) has filled the signal pipe (B) to a fraction over forty pounds, when the piston is forced down and allows the supply valve to shut off the main reservoir pressure until the signal-pipe pressure is again reduced, when the piston will again raise and unseat the supply valve to allow the main reservoir to quickly restore the pressure in the signal pipe, when the valve will again seat by the piston being forced away from it.

The signal valve is attached to the main signal pipe by a short branch pipe at Y, and whatever pressure is in the pipe the same is in chambers A and B, for as air passes through port *d* into chamber A, it also passes down passage C and raises the diaphragm stem (10) so that the small groove cut around the stem at *f* is

PLATE 79

Diagrammatic Illustration of the Westinghouse Quick-Action Automatic Brake

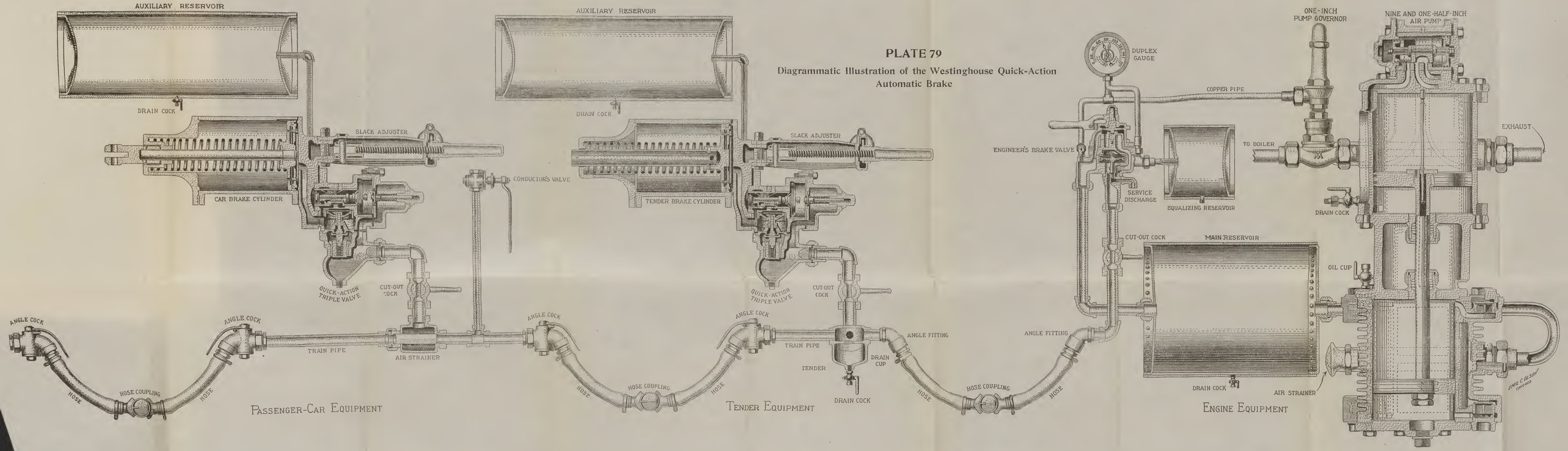
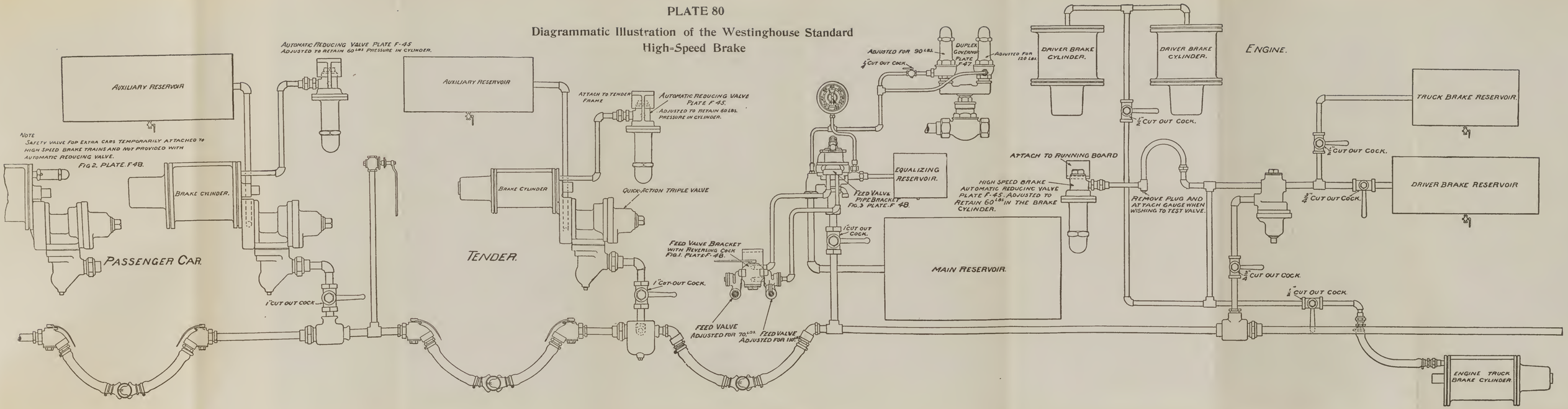


PLATE 80

Diagrammatic Illustration of the Westinghouse Standard High-Speed Brake


AUXILIARY RESERVOIR
AUTOMATIC REDUCING VALVE PLATE F-45 ADJUSTED TO RETAIN 60 LBS PRESSURE IN CYLINDER.
NOTE SAFETY VALVE FOR EXTRA CARS TEMPORARILY ATTACHED TO HIGH SPEED BRAKE TRAINS AND NOT PROVIDED WITH AUTOMATIC REDUCING VALVE. FIG 2. PLATE F-48.
BRAKE CYLINDER.
1" CUT OUT COCK.
PASSENGER CAR.
AUXILIARY RESERVOIR
ATTACH TO TENDER FRAME
AUTOMATIC REDUCING VALVE PLATE F-45. ADJUSTED TO RETAIN 60 LBS. PRESSURE IN CYLINDER.
BRAKE CYLINDER
QUICK-ACTION TRIPLE VALVE
1" CUT-OUT COCK.
TENDER.
FEED VALVE BRACKET WITH REVERSING COCK FIG. 1. PLATE F-48.
FEED VALVE ADJUSTED FOR 70 LBS.
FEED VALVE ADJUSTED FOR 110 LBS.
ADJUSTED FOR 90 LBS.
DUPLEX GOVERNOR PLATE F-47
ADJUSTED FOR 120 LBS.
1/4" CUT OUT COCK.
EQUALIZING RESERVOIR.
FEED VALVE PIPE BRACKET FIG. 3 PLATE F-48.
1" CUT OUT COCK.
MAIN RESERVOIR.
DRIVER BRAKE CYLINDER.
DRIVER BRAKE CYLINDER.
1/4" CUT OUT COCK.
ATTACH TO RUNNING BOARD
HIGH SPEED BRAKE AUTOMATIC REDUCING VALVE PLATE F-45. ADJUSTED TO RETAIN 60 LBS. IN THE BRAKE CYLINDER.
REMOVE PLUG AND ATTACH GAUGE WHEN WISHING TO TEST VALVE.
ENGINE.
TRUCK BRAKE RESERVOIR.
3/4" CUT OUT COCK.
DRIVER BRAKE RESERVOIR
3/4" CUT OUT COCK.
3/4" CUT OUT COCK.
3/4" CUT OUT COCK.
ENGINE TRUCK BRAKE CYLINDER.

above bushing 9, and as the side of the stem is flat as far up as the groove, when the stem is raised the air is free to enter chamber B, and when it equalizes with A the stem drops to its seat (7) by its own weight and closes port *e*. The stem is attached to a rubber diaphragm (12), and as the whistle is piped to the signal valve at X, whenever the lever (5, Fig. 2) of the car discharge valve is moved either to the right or left the small valve (3) is forced off its seat to allow the air to escape from the signal pipe, and when the pressure is thus reduced the air in chamber A is also reduced, and as the volume of B is so much greater than A the rubber diaphragm is forced up, which unseats the stem and allows the air in B and some of the signal-pipe air to rush out through the bell-shaped whistle and cause it to blow.

In order to insure the whistle giving the proper blast it is necessary to make a sudden reduction, and as it is the air in the signal valve that blows the whistle, at least two seconds must be allowed between each pull of the cord to let chamber B fully recharge, and on a long train four seconds is better.

Plates 79 and 80 are diagrammatic illustrations showing (79) the Quick-Action Automatic Brake, and (80) the High-Speed Brake Equipment. These plates are remarkably complete in detail, and the reader will at once see the exact relation each part is to the other.

QUESTIONS AND ANSWERS TO SECTION 2.

THE PARTS OF THE WESTINGHOUSE AUTOMATIC, COMBINED AUTOMATIC AND STRAIGHT AIR, E T AND HIGH SPEED BRAKE EQUIPMENT AND THEIR DUTIES.

1. What is meant by an automatic brake?

Ans.—A brake that is self-acting.

2. When an engine is equipped with the Westinghouse G-6 automatic air brake, which are the essential parts, and what are their duties?

Ans.—A steam-driven pump to compress the air; a main reservoir in which the air is stored ready for use; an automatic air-controlled governor for stopping and starting the pump according to the amount of compressed air required in the brake apparatus; a duplex gauge for registering the pressure in the main reservoir and trainpipe; an engineer's brake valve for controlling the flow of air from the main reservoir into the trainpipe and from the trainpipe to the atmosphere; an equalizing reservoir attached to the brake valve for controlling the equalizing discharge valve within the brake valve; pipe connections between the pump and the main reservoir, between the main reservoir and the brake valve, between the main reservoir and the governor, between the main reservoir and the red hand of the gauge, between the equalizing reservoir and the black hand of the gauge, representing trainpipe pressure; and to the brake valve is attached the trainpipe, in which is located a cut-out cock just below the brake valve for the purpose of closing

communications between the brake valve and trainpipe as occasion demands, as in double heading; branch pipes leading from the trainpipe to the triple valve, from the triple valve to the auxiliary reservoir, from the triple to the brake cylinders, as there are two brake cylinders on the engine the pipe leading from the triple to the cylinders is teed so that one branch leads to the right and the other to the left-hand cylinder; there are cut-out cocks on the branch pipe leading from the trainpipe to the triple and from the triple to the brake cylinder, and from the triple to the auxiliary; there is an auxiliary reservoir for supplying air to the brake cylinder and a plain triple valve for charging, setting, and releasing the brake. When an engine is said to be fully equipped there is also a truck brake equipment consisting of an additional auxiliary reservoir of smaller capacity, a truck brake cylinder, and an automatic slack adjuster.

3. What additional apparatus is required on a passenger engine from that of a freight engine?

Ans.—The whistle signal equipment, consisting of a reducing valve set at forty pounds, a whistle signal valve, and an air whistle, together with a signal pipe and suitable connections between the main reservoir and reducing valve, and from the reducing valve and signal valve, and from the signal valve to the air whistle.

4. What additional apparatus is needed to change the ordinary equipment into a high-speed equipment?

Ans.—A duplex pump governor, an extra slide valve feed valve and bracket, and an automatic reducing valve.

5. What are the parts required on a tender in ordinary freight or passenger service, with a standard Westinghouse equipment?

Ans.—A trainpipe, brake cylinder, auxiliary reservoir and a plain triple valve with branch pipes, cut-out cocks, an angle-cock and hose. In passenger service there is, in addition, the signal pipe with its angle-cock and hose. But when an engine is equipped with the Dukesmith Driver Brake Control Valve no triple valve or auxiliary reservoir is required on the tender.

6. When equipped for high-speed brake, what additions are needed on a tender?

Ans.—An automatic reducing valve set at sixty pounds, and the quick-action triple is substituted for the plain triple. To be fully equipped the tender in any kind of service should also have an automatic slack adjuster and a release signal.

7. What apparatus is required on a freight car?

Ans.—A trainpipe with angle-cocks and hose at both ends; a quick-action triple valve; a brake cylinder; a branch pipe leading from the trainpipe to the triple in which is a cut-out cock; a release rod leading from the release valve on the auxiliary to either side of the car; a pressure-retaining valve clamped to the end of the car near the top along side the staff of the hand brake; a pipe connecting the retaining valve with the triple exhaust so that when it is desired to allow the engineer to recharge the auxiliary reservoir on descending grades the handle of the retainer can be turned up and thereby retain a pressure of fifteen or fifty pounds in the brake cylinder while recharging, (at the foot of the grade, or sooner if desired, the handle must be turned down again in order to permit the engineer to release the brakes); if the car control valve is used instead of the ordinary retaining valve there should be a release signal, which is clamped to the end of the car just below the top and piped direct to the brake cylinder, the purpose

of which is to signal the train crew every time the brake sets, releases, leaks off, has too much piston-travel or sticks. It also enables the trainmen to detect a "kicker," or brake that flies into emergency with a service application. When a brake sticks so that it cannot be released from the engine the brakeman can release it from the top of the car by simply moving the handle of the car control valve which is on the end of the car until the signal drops into its pocket. On a dark night when the brakes are felt to be dragging, the brakeman will not have to drop off and watch the brakes as the train passes in order to find the defective brake, but can, when the release-signal is used, run back over the top of the train, and by the light of his lantern, see the release-signal as it appears above the top of the car, as it is a white target, and having thus quickly and surely found it, has only to open the valve and let the brake off without having to take any personal risk, as he does when dropping off the train, and without causing a dangerous delay to the train, as is frequently the case when brakes get to dragging and have to be bled off by the auxiliary release valve. Whenever the air is out of the brake cylinder the release-signal will automatically drop into its pocket below the top of the car. To find a "kicker" in a train, have the engineer make a five-pound reduction, and on all cars on which the triple valves are properly working the signal will show itself just a little way above the top of the car. In case the "kicker" should be caused by a weak graduating spring in one of the first seven cars, it would throw the whole train in emergency on the first light reduction, but on the car which has the "kicker," if it is not caused by a weak graduating spring in the first seven cars, the signal will not move with the first five-pound reduction, so that when the next five-

pound reduction is made, the signal which did not move at all on the first reduction will jump up, showing that the defective triple is on that particular car. Having thus found the "kicker," cut that brake out, card the car and report as usual. As uneven piston-travel is one of the worst evils railroads have to contend with, all air brake cars should also be equipped with the automatic slack-adjuster.

8. On a passenger coach in ordinary service what additional apparatus is required from that of a freight car?

Ans.—Either a car control valve or the ordinary conductor's valve attached to the end of a pipe which leads from the trainpipe to within the body of the coach, (usually the toilet room), by means of which the conductor can stop the train, if desired, by letting the air out of the trainpipe either gradually or suddenly, according to circumstances. For an ordinary stop it should be opened gradually, but for an emergency it should be pulled wide open quick and held open until the train comes to a full stop, when it should be again closed. On a passenger car there is also a whistle signal pipe from which there is a branch pipe leading to the car discharge valve, and as there is a cord attached to the discharge valve, a sudden jerk of the cord will open the valve and let out signal-pipe pressure, thereby causing the whistle to blow on the engine; a lapse of at least two seconds should be allowed between pulls in order to insure the correct signal, and on long trains four seconds is better. All passenger coaches should have the automatic slack-adjuster and the release-signal.

9. To equip a passenger car for the high-speed brake, what extra apparatus is needed?

Ans.—Simply the automatic reducing valve. Where a

car is temporarily used in a train equipped with the high-speed brake, a safety valve must be screwed into the oil hole of the brake cylinder, and when it is returned to ordinary service the safety valve should be removed and the plug replaced in the oil hole of the cylinder. Ordinary passenger coaches do not usually have retaining valves on them, but all Pullman and most private cars do, and are placed on the end of the car in the vestibule.

10. Now, to return to the engine equipment. How many main pistons are there in the 9½-inch pump?

Ans.—Two; the main steam piston and the main air piston, the former in the top and the latter in the bottom section of the pump.

11. Are these pistons connected together?

Ans.—Yes. One piston rod operates both.

12. What is the principal difference in the construction of the eight-inch pump from that of the 9½-inch pump?

Ans.—The eight-inch pump has its steam valves on the side and top, while the 9½-inch pump has its steam valves all at the top, and where in the eight-inch pump the flow of steam is controlled by pistons with packing rings, in the 9½-inch pump the flow of steam is controlled by a common D slide valve actuated by two pistons of unequal diameter. Both pumps contain a reversing valve with reversing valve rod which operates within the hollowed-out main piston rod.

13. What difference is there in the two pumps in regard to the air valves?

Ans.—The eight-inch pump has its discharge and receiving valves all on one side, whereas in the 9½-inch pump there is a receiving and discharging valve on either

side of the pump. The eight-inch pump has two air inlets; the 9½-inch pump has only one.

14. Is there any difference in the lift of the air valves in the two pumps?

Ans.—Yes; in the eight-inch pump the receiving valves have a lift of ⅛ of an inch, and the discharge valves have 3/32, whereas in the 9½-inch pump all air valves have a lift of 3/32.

15. Can you explain the operation of the steam end of the eight-inch pump?

Ans.—When the steam enters at the side of the pump it flows into a chamber in which is contained two pistons of unequal diameter, which, in combination, is known as the main steam valve of the pump; leading from near the top of this chamber there is a steam passage which conducts the steam to the top of the reversing valve and from thence through a small passage into another chamber in which is contained the reversing piston (see Plate 23), the steam having thus passed from the main valve chamber to the reversing valve chamber and into the chamber of the reversing piston and as the reversing piston and the bottom piston of the main valve combine to make a much larger area than the top piston of the main valve, it naturally forces the main valve down so that the steam from the main valve chamber can pass through the bottom ports in the main valve chamber to the steam cylinder of the pump, and thereby force the main steam piston up; as the main steam piston rises, the reversing plate strikes the shoulder of the reversing valve rod and thereby changes the position of the reversing valve, so that the steam in the chamber over the reversing piston can pass through the second passage in the head through the cavity in the reversing valve, through the lower passage in the head, to the exhaust

passage, which begins at the bottom of the reversing piston chamber and ends at the main exhaust. The pressure having now been removed from the top of the reversing piston, the large piston in the main valve chamber is forced up, causing the small bottom valve to close the bottom supply ports to the steam cylinder and at the same time open the bottom exhaust ports of the steam cylinder thereby allowing the steam to exhaust from the under side of the main piston. While the main valve is in this position, the exhaust port, from the top side of the piston, is closed, and the supply port from the main valve chamber to the top of the steam piston is open, so that the steam can pass from the main valve chamber to the top of the main steam piston and thereby force it down; in doing so the reversing plate engages the button on the end of the reversing valve rod, which again changes the position of the reversing valve, thereby allowing the same action to take place as in the beginning.

16. How do the air valves in the eight-inch pump operate?

Ans.—On the up-stroke of the main air piston a partial vacuum is formed in the air cylinder, and as the atmospheric pressure is then greater on the outside of the pump, it enters the air inlet and forces the receiving valve off its seat until the air cylinder is filled with atmospheric pressure. As the reversing valve causes the main pistons to reverse just before reaching the top of the cylinders, the compression of the air, which begins immediately that the piston starts down, causes the receiving valve to be firmly closed, and as the compression in the air cylinder is increased over the pressure in the main reservoir, it causes the discharge valve to be lifted and allow the air from the pump to be forced into the main reservoir. As the piston starts up again the main

reservoir air holds the discharge valve to its seat in the same manner that the air cylinder pressure held the receiving valve to its seat on the down-stroke. In making the up-stroke, the upper receiving and discharge valves operate in the same manner as did the lower valves.

17. Can you explain the operation of the steam end of the 9½-inch pump?

Ans.—The steam entering the pump at the main steam connection is conveyed to a chamber in the top head of the pump in which is contained two pistons of unequal diameter, on the piston rod of which is a common D slide valve moving over a seat having three ports. One of these ports leads to the under side of the main steam piston, one leads to the top of the main steam piston, and one leads to the main exhaust, and as the cavity in the slide valve can only connect two of these ports at any one time, it naturally follows that when the steam enters between the two pistons of unequal diameter that the slide valve is moved towards the end of the chamber containing the large piston. In doing so it uncovers the port leading to the under side of the main steam piston, which causes the piston to move up, which in doing so operates the reversing valve in the same manner as previously explained in the eight-inch pump. As the piston nears the top it changes the position of the reversing valve in order to allow steam to pass from between the two unequal pistons, through a port in the bushing, to the outer side of the large piston. By this action the pressure on both sides of the large piston is equalized, and as there is no pressure on the outer side of the small piston, the expansion of the steam forces the slide valve to the end of the chamber in which is contained the smaller piston. This action causes the slide valve to connect the port leading from the bottom side of the

main steam piston with the port leading to the main exhaust, and while the steam is exhausting from the under side of the piston, live steam is being admitted to the top of the main steam piston through the port in the slide valve seat which is now uncovered, thereby forcing the main steam piston down, which in doing so causes the reversing valve to be reversed the same as in the eight-inch pump, which action exhausts the steam from the outer side of the large piston so that it is again forced in the same direction as described in the beginning of the stroke. The action of the air valves is the same as in the eight-inch pump except that the lift of the valves in the 9½-inch pump is 3/32 of an inch all around, whereas in the eight-inch pump the receiving valves have 1/32 of an inch greater lift than the discharge valves.

18. What is the name of the pipe leading from the pump to the main reservoir?

Ans.—The main reservoir discharge pipe.

19. What is the name of the pipe leading from the main reservoir to the engineer's brake valve?

Ans.—Main reservoir return pipe.

20. What prevents the main reservoir pressure from flowing back into the pump?

Ans.—There are two valves, known as the discharge valves, which are held to their seat by the main reservoir pressure, but when the pump compresses air to a higher pressure than that contained in the main reservoir, the discharge valves are lifted from their seat until the pressures equalize, when the valves drop to their seat by their own weight.

21. If the main reservoir pressure begins at the pump, where does it end?

Ans.—If the engineer's brake valve is on lap, it ends

on top of the rotary valve and at the pump governor and at the red hand of the gauge.

22. If the brake valve is on lap, why does not the main reservoir pressure end on top of the brake valve?

Ans.—Because there is a branch pipe leading from the main reservoir pipe just before it reaches the brake valve, which carries the air to the red hand of the gauge and to the pump governor.

23. Are there any other attachments which might consume main reservoir pressure?

Ans.—Yes; the bell ringer and air sander, and if it is a passenger engine, the whistle signal pipe. Should a leak occur in any of these connections, it would be a main reservoir leak.

24. Where should the main reservoir on the engine be located?

Ans.—While circumstances regulate the location of the main reservoir, it should, however, be always placed in such a position that it will be lower than the pump, so that all oils and condensations may settle in it, and should be piped so that the discharge pipe, or the one which connects with the pump, is separated as far as possible from the return pipe leading to the engineer's brake valve.

25. What is the engineer's brake valve for?

Ans.—For the purpose of enabling the engineer to properly charge, set and release brakes and control the flow of main reservoir and train-pipe pressure.

26. What are the essential parts of the engineer's brake valve?

Ans.—The rotary valve and the handle which controls it, the equalizing discharge valve, the feed valve attachment, or trainpipe governor, and the equalizing reservoir.

27. What is the purpose of the rotary valve?

Ans.—To open and close the ports in the brake valve.

28. What is the handle of the brake valve for?

Ans.—To control the movement of the rotary valve.

29. What is the equalizing discharge valve for?

Ans.—To open and close the trainpipe exhaust port according to the pressure above or below it.

30. What is the equalizing reservoir intended for?

Ans.—To maintain a large volume of air on the upper side of the equalizing discharge valve, in order to compensate for the volume of air in the trainpipe, which is on the under side of the equalizing discharge valve.

31. What is the feed-valve attachment, or trainpipe governor for?

Ans.—As its name implies, it is for the purpose of controlling the pressure in the trainpipe.

32. In what way does it control the pressure in the trainpipe?

Ans.—As there is a regulating spring (see illustration) which is set at seventy pounds, it requires an air pressure of a little over seventy pounds to compress the spring and allow the feed valve to close and shut off the flow of air from the main reservoir to the trainpipe.

33. How many kinds of feed valves are there in use?

Ans.—Two. The old style feed valve is merely a poppet valve, while the new slide valve feed valve contains, in addition to the poppet valve feature, a slide valve, which is actuated by both air and spring pressure.

34. Which feed valve is preferable and why?

Ans.—The new slide valve feed valve; for the reason that with it the trainpipe pressure can be quickly raised and more evenly maintained, whereas with the old style feed valve the flow of air into the trainpipe

is materially retarded after the pressure has reached fifty pounds, on account of the gradual closing of the poppet feed valve, while with the new slide valve feed valve the trainpipe port virtually remains wide open until the full seventy-pounds pressure is in the trainpipe. While the slide valve controls the port leading to the trainpipe, it in turn is controlled by the small poppet valve, for the reason that when the trainpipe pressure of seventy pounds forces the diaphragm of the regulating spring away from the poppet valve, the latter is allowed to seat, which prevents the circulation of the air through the feed-valve attachment, and the pressure thus becomes equalized on both sides of the slide-valve piston. The spring behind the piston forces it forward and causes the slide valve to close the trainpipe port. It is because the air is intended to circulate freely on both sides of the slide-valve piston that there are no packing rings on this piston.

35. In what position must the brake handle of the brake valve be in order to have the feed-valve attachment in operation.

Ans.—In running position, as that is the only position of the brake-valve handle in which you can get air from the main reservoir to the trainpipe through the feed valve.

36. Can you trace the course of the air from the pump to the brake cylinder?

Ans.—In order to get the air from the main reservoir to the brake cylinder, if the handle of the engineer's brake valve is on lap at the beginning, it is necessary to make at least two movements of the handle of the brake valve, which I will explain in a moment. The pump having compressed the air, it is forced through the discharge valves and through the discharge pipe into the

main reservoir, from thence it passes through the return pipe to the top of the rotary valve in the engineer's brake valve. When the handle of the brake valve is thrown to the left, or full release position, the main reservoir pressure can then pass through the largest ports in the brake valve direct into the trainpipe. From the trainpipe it passes through the branch, or cross-over pipe, to the trainpipe side of the triple piston, and in forcing the triple piston forward there is opened a feed groove in the casing of the triple piston cylinder, which allows the trainpipe pressure to flow over the piston and over the top of the slide valve into the auxiliary reservoir. The air has now been carried from the pump through the main reservoir, through the engineer's brake valve, through the trainpipe cross-over pipe, through the triple valve and into the auxiliary reservoir. When a sufficient pressure has been stored in the auxiliary reservoir and it is desired to set the brakes, the engineer must move the handle of the brake valve to at least service application position, which action causes the preliminary exhaust port in the brake valve to open and allow the pressure from the top of the equalizing discharge valve to escape to the atmosphere, which causes the trainpipe pressure, which is on the under side of the equalizing discharge valve, to force the valve up and open the trainpipe exhaust port. With the trainpipe exhaust port open the air rushes out from the trainpipe, and as the triple piston stands between the trainpipe and auxiliary pressure, it naturally follows that when the trainpipe pressure has been made lower than the auxiliary pressure the triple piston is forced towards the weaker pressure by the auxiliary pressure, and as it carries with it the slide valve, the ports in the slide valve and in the slide-valve seat are thereby opened, which allows the

auxiliary pressure to flow into the brake cylinder against the brake piston, which is connected with the brake levers, which forces the shoes up against the wheels and the brake is then set.

37. Can you explain how the brakes are released?

Ans.—By the excess pressure in the main reservoir. When it is desired to release the brakes the handle of the brake valve is placed in full release position, in order that the great volume of air contained in the main reservoir may pass quickly through the trainpipe and strike the triple piston a hammer blow, in order to overcome the pressure in the auxiliary reservoir, thereby causing the slide valve to be moved, so that the exhaust port of the triple valve will be opened and permit the brake cylinder pressure to pass out into the atmosphere, and the pressure having thus left the brake cylinder the return spring in the brake cylinder forces the brake piston back, thereby moving the brake levers to their original position, which allows the brake shoes to drop away from the wheels.

38. Can the brakes be released with the handle of the brake valve in any other position than that of full release?

Ans.—Yes. They can be released sometimes in running position, but it is a very dangerous practice for an engineer to do so, for the reason that when it is necessary to release the brakes in a train they should be all released at the same moment, if possible, because if some brakes release and others do not, it is very liable to pull the train in two.

39. How many positions are there on the G6 brake valve?

Ans.—Five. Full release, running, lap, service and emergency.

40. What are these positions intended for?

Ans.—Full release is for charging and releasing the brakes. Running position is to enable the engineer to maintain an even pressure in the trainpipe and auxiliary reservoir while running along, and keep up the excess pressure, because as the air in the trainpipe escapes through leaks of any kind, the feed-valve attachment automatically opens to allow main reservoir pressure to flow into the trainpipe, but automatically closes when the pressure has been restored. Lap position, which is the third on the brake valve, is for the purpose of closing all ports, so that no air can flow into or out of the trainpipe. Service application position is for the purpose of making a gradual application of brakes, and emergency application position is for the purpose of allowing the trainpipe pressure to rush out as quickly as possible, in order that all brakes in the train may be set instantly, or nearly so. Emergency position should never be used except in case of actual or probable danger, and should never be used when an engine is on the turntable.

41. What main reservoir and trainpipe pressures should be carried with the quick-action brake equipment?

Ans.—Ninety pounds in the main reservoir, which is shown by the red hand, and seventy pounds in the trainpipe, which is shown by the black hand. In 1904 the Air Brake Association in National Convention at Buffalo recommended ninety pounds as the standard trainpipe pressure, but suggested that its use be gradually adopted, as circumstances would permit.

42. When the high-speed brake equipment is used, what pressure should be carried?

Ans.—One hundred and twenty pounds in the main reservoir and 110 pounds in the trainpipe.

43. When the high pressure control is used, what pressure should be used on the engine?

Ans.—With a light train ninety and seventy pounds, but with a loaded train a hundred and ten, and ninety pounds.

44. What is meant by excess pressure and what is it used for?

Ans.—Excess pressure is the amount of air carried in the main reservoir over and above what is carried in the trainpipe. If the trainpipe governor is set at seventy pounds and the main reservoir or pump governor at ninety pounds, there would be an excess pressure of twenty pounds in the main reservoir. The object in carrying this extra or excess pressure is to enable the engineer to quickly recharge the trainpipe after making a reduction, in order to strike the triple pistons a hammer blow to drive them to release position.

Ques.—As the E T Equipment has two brake valves, how would you release the engine brakes while the handle of the automatic valve was on lap?

Ans.—By placing the handle of the independent valve in release position long enough to exhaust the pressure from behind the application piston of the distributing valve.

Ques.—If the brake cylinder hose connection between engine and tender with the E T Equipment should burst during an automatic application, how could you save main reservoir pressure from exhausting past slide valve 5 in the distributing valve?

Ans.—By placing the handle of the independent valve in release position it would allow brake cylinder pressure to force the application piston back and close the supply port controlled by slide valve 5.

SECTION 3

CHAPTER III

WESTINGHOUSE AIR BRAKE DEFECTS—HOW TO TEST FOR AND REMEDY THEM

While a great many defects are constantly found in the air-brake equipment, it must be borne in mind that they arise more from abuse and neglect than from wear and tear.

When it is taken into account that the equipment is handled by such a great variety of men, and is required to perform its function under such varying conditions, it is really amazing that it will remain in service as long as it does without having to be renewed. But, as good as it is, it can easily get out of order, and the growing demand for greater safety in the running and handling of trains requires that the equipment be kept in as nearly perfect condition as possible, to reduce to a minimum the recurrence of the terrible wrecks and accidents that will continue to happen as long as railroads exist.

There are many once happy homes now shrouded in black despair as the result of some air brake defect that was either neglected or overlooked until it was too late. For instance, an engineer on a certain road in Pennsylvania was pulling a heavy freight train over a mountain division, and having neglected to keep his air pump in proper condition, could not pump sufficient air to overcome the trainpipe leaks and still maintain the proper

pressure in the auxiliaries, and as a consequence the braking power of the train gradually fell down and down until, upon reaching a very heavy grade, the train got the start of the brakes, when, like a crazed monster it rushed down the mountainside until, like a flash, it left the rails and piled up a mass of wreckage beneath which lay the crushed remains of the engineer and fireman—and as a result two once happy wives were thus made widows, not because "the brakes failed to work," but because the engineer failed to maintain his brake equipment in the condition it should have been.

I shall take up the various defects in the same order in which the several parts of the equipment have been described.

The Triple Valve. The duties of the triple valve being to charge, set and release the brake, if it fails to do any one of these things it is because there is a defect somewhere, and if the trainmen expect the equipment to be kept in working order, they must be able to make an intelligent report to the car repairers.

Failure to charge the auxiliary may be on account of any of the following reasons: The strainer being clogged, feed groove clogged, bad leak under the slide valve, bolts loose on triple, bad gaskets, or if the release valve on the auxiliary does not seat properly. A very bad leak by the emergency valve will cause the brake to set while the auxiliary is being charged, and the air will be heard blowing out of the retainer.

Failure to set the brake may result from not having sufficient pressure in the auxiliary; triple piston packing ring worn so that auxiliary pressure reduces as fast as trainpipe pressure is reduced; very dirty strainer preventing reduction to be made quick enough to close the feed groove in triple; leaky cylinder; and sometimes the

supply port in the triple valve seat becomes clogged up, preventing the auxiliary pressure from getting into the cylinder. It has happened that the supply pipe in the auxiliary of freight equipments has become clogged so that no air can get into the brake cylinder, but this is very rare.

Failure to release may be caused by not raising the trainpipe pressure above the auxiliary pressure quick enough, as the pressure will equalize and fail to move the slide valve if the triple piston packing ring is badly worn or gummed up, or if the strainer is clogged and retards the flow of air, either of which will cause the brake to remain set. This frequently happens after an emergency application, for as the auxiliary pressure is then very high, it is necessary that the trainpipe pressure should be raised *suddenly* against the plain side of the triple piston, otherwise a leak by the packing ring would allow the auxiliary to charge without releasing the brake, and as a consequence the wheels would be slid, or bursted, or a drawhead pulled out. If the retainer is turned up, or any dirt clogs in the retainer pipe, or should port *h* in the triple valve seat become clogged, the brake cannot be released from the engine, and must be bled off by letting the air escape through the auxiliary release valve, unless the car is equipped with a release signal, when it can be used to let the brake off. But when a car is not so equipped, and should the auxiliary release valve become clogged before the triple moves to release position, take out the drain plug in the auxiliary. Should the hand brake be set, on a freight car, the push rod would not follow the piston back when the air was released, nor if the brake rigging was caught on a bolt head, or anything. A great amount of oil on the slide valve seat will prevent a brake being bled off

on a detached car, as the oil forms a suction so that the cylinder pressure cannot lift the slide valve to let the air out.

Blow at the triple exhaust, or at the retainer, is caused by a leak from either the auxiliary or trainpipe side of the triple piston, and may be that the slide valve is off its seat, or the gasket between the triple and auxiliary may be leaking, either of which would be a leak from the auxiliary side of the piston; sometimes, on freight cars only, the blow may be caused by a leak in the supply pipe *(b)* between the triple and brake cylinder, but this is rare; a blow from the trainpipe side on the triple piston would be caused by a leak under the emergency valve, or there may be a leak by check gasket 14. To tell where the blow is coming from, cut the brake out and if it sets itself the leak is from the trainpipe side of the triple piston; if the brake don't set when you cut it out, the trouble is an auxiliary leak, and to tell if it is the triple gasket or the slide valve, cut the brake in and make a reduction on the trainpipe, and if the blow stops while the brake is set but starts again when the brake is released, it is the gasket, but if the blow continues while the brake is set or released the slide valve is causing the trouble.

Quick action, or going into emergency when only a service application was made, is caused by either a sticky triple, weak or broken graduating spring, or broken graduating valve pin. The latter trouble and a sticky triple both act alike, for on the first light reduction, if it is a sticky triple, the slide valve fails to move and open the port into the brake cylinder, and a broken pin would prevent the graduating valve from unseating, and in either case when the second reduction was made the graduating spring could not prevent the triple from

going to emergency position. This action would be the same no matter in what part of the train the defective triple was located, but if the emergency was caused by a weak or broken graduating spring it would have to be within seven cars from the engine, and would show itself on the first light reduction. To find which car it is, cut out a part of the train and have the engineer make a very light reduction, and if you find a brake not set, watch it while the second reduction is being made and you will see it fly on, when of course you will cut it out. If you cut a part of the train out and the brakes fail to go in the emergency, you know that the trouble is not in that part of the train, when you will cut in more cars and try again, until you find the bad triple. When a train is equipped with the release signal it is not necessary to cut out a part of the train to find the "kicker," as a five-pound reduction will cause all the good brakes to show a portion of their signal, and the bad brake will show no signal until the second light reduction, when it will fly into the emergency. This can be seen from the ground or on the top of a freight train.

Eight-inch Pump. Where the same defect is possible in the 9½ as in the eight-inch pump, it will be explained under the 9½-inch pump.

If the stem of the reversing piston gets broken the pump will sometimes fail to reverse, until the piston is jarred down again by lightly tapping over the cap nut.

If the stop pin becomes broken the main valve will drop down and allow the packing ring of the small piston to catch and prevent the pump from reversing.

Should the packing rings on either of the main valve pistons, or the reversing piston, become so badly worn as to allow free passage of steam, the pump would not

work, and if sufficient oil does not reach the reversing piston the pump is liable to stop.

Nine and One-half Inch Pump. Constant attention and careful management is required to keep an air pump in proper working order. It is always best to work a pump to its proper capacity, but it ruins it to overwork it. Your pump is your best friend, so take care of it.

Pump Running Hot. This may be caused from leaky packing rings on the main air piston; the piston-rod packing being too tight; not enough lift to the discharge valves; choked air passages or choked discharge pipe; leaky discharge valves, too small a main reservoir with long train, and fast running. To prevent choking up air passages or discharge pipe, or causing valves to leak don't use too much oil in the air cylinder, and never allow it to be sucked through the air inlet. To prevent overheating never run the pump faster than sixty full strokes a minute, and never run it with leaky valves or packing rings.

To test for leaky discharge valves, pump up to ninety pounds in the main reservoir and shut off the pump, then open the oil cup and hold your finger over it, and if top discharge valve is leaking the air will blow out continuously. For testing bottom discharge valve remove bottom plug. The plug should be removed before making oil-cup test, as a leaky bottom valve and leaking packing rings would let air blow by the piston.

To test for leaky packing rings, on the air piston, open the oil cup, run the pump about forty-five strokes a minute, and if they leak you will feel a gush of air through the oil cup as the piston makes the down-stroke.

Jiggling, or dancing, of the main piston is usually caused by too much oil getting under the seat of the reversing valve. To take the valve out shut off the

pump until you get the cap nut off, then give it enough steam to raise the piston, when you can catch the valve. In putting it back be sure you get the groöve over the guide pin. A bent reversing valve stem will sometimes catch on the reversing plate, or the latter, having a burr on it, will cause the pump to jiggle.

Pounding may be caused by any of the following defects: Too much lift in the air valves; pump loose from frame or frame loose from boiler; a worn shoulder on reversing valve not allowing piston to reverse quick enough; bottom end of piston rod worn too far into piston head, which allows piston to strike before reversing; nuts loose on main piston. If the pump is started up fast it will pound if the condensation is not drained from the steam end, or if there is no air cushion for the piston to strike against.

The Eleven-inch Pump, being made after the same pattern as the nine-inch pump, the same rules will apply to both pumps.

The Cross Compound Pump has a piston valve in the operating head instead of a slide valve, and has four cylinders, two of which are 8½ inch and the others 14 inch diameter, and should always be well oiled.

Pump Governor. If the governor don't shut off at all and the diaphragm valve port is not closed, it is because the pressure has equalized on both sides of the air-valve, and the vent port and waste pipe need to be opened. If the governor shuts off at a low pressure, it is either because the regulating spring is too loose, or the diaphragm valve dirty or battered so it won't seat, or the valve has been filed off too short so it cannot seat.

The Gauge. If, with the brake valve in full release, the red hand shows less than the black hand, it is be-

cause the gauge pipes have been crossed or the hands have become twisted on the pinion.

The gauge should be tested once a month by attaching a test gauge to the trainpipe hose on the tender, and placing the brake valve in full release for the red hand and in running position for the black hand.

Engineer's Brake Valve. The only thing that can get wrong with a brake valve is a leak somewhere which will let the pressures run together or escape to the atmosphere.

Pressures Equalize in Running Position. If the handle is in running position and both hands show the same pressure, the trouble is one of three things: either the body gasket, rotary or feed valve is leaking. To tell which it is, place the handle in service position, and if the body gasket is cracked so that main reservoir pressure flows into cavity D as fast as it passes out of the preliminary exhaust, there will be no discharge from the trainpipe exhaust, and the brakes will not set. If the brakes do apply in service position, but release when the handle is brought to lap, the trouble is a leaky rotary. But if the brakes apply in service and remain set on lap, and when the handle is again brought to running position the pressures again equalize at main reservoir pressure, the feed valve needs attention. If it is a D-8 brake valve, any one of these leaks will allow the governor to shut off the pump at seventy pounds, as the governor is controlled by trainpipe pressure. In making these tests the angle-cock behind the tender must be closed, as they cannot be satisfactorily made if the train brakes are cut in.

To test the supply valve of the old style feed valve, draw off all trainpipe pressure, lap the valve and remove the diaphragm piston, place the handle on running posi-

tion and if the supply valve leaks you will feel the air blowing out by holding your finger under the valve. If no blow is felt, the trouble is either in the gasket between the feed valve and brake valve, or else the rubber diaphragm buckles on account of the spring box being screwed up too tight. If it is a new slide valve feed valve, the trouble may be caused by spring 58 being gone, or the small valve 59 having a bad seat or too short.

Never oil any part of the old style feed valve, and use only high grade machine oil for the rotary and the slide valve of the new style feed valve.

Blow at Trainpipe Exhaust. This is caused either by a leak from cavity D or its connection with the little drum or black hand of the gauge, or dirt under the seat of the equalizing discharge valve. If it is dirt causing the blow, it can generally be knocked out by closing the cut-out cock under the brake valve and making a reduction of about fifteen pounds and then throwing the handle to full release, which will cause the short trainpipe temporarily to have a higher pressure than cavity D, and of course the discharge valve is forced up and the air rushes out the trainpipe exhaust and blows the dirt out. After trying this and the blow continues, then look over the pipe connections.

If the pipe to the little drum gets broken, plug it up and also the trainpipe exhaust and use the emergency position in making an application; but be very careful to place the handle gradually on emergency, and just as carefully bring it back to lap, to prevent releasing the brakes by the surging of the air.

Failure to open the trainpipe exhaust when the handle is placed in service position, is on account of the discharge valve not raising. This may be due either to a

broken body gasket, letting main reservoir pressure into cavity D, or the packing ring around the discharge valve may be letting the trainpipe pressure up on top of it. To tell which is causing the trouble, lap the brake valve, and if it is the body gasket, the trainpipe and main reservoir pressure will equalize.

Should the pipe connection between the application cylinder of the distributing valve and the independent brake valve become leaky, it would cause the engine brakes to let go when the brake valve is on lap, as there would then be nothing to prevent brake cylinder pressure from moving the application piston back to release position.

If the engine brakes creep on while the H-6 brake valve is on lap, it indicates a leak past the equalizing slide valve, which would permit air from the pressure chamber to flow into the application chamber, thereby setting the brakes harder.

Whistle Signal. A leak in the signal pipe will cause the whistle to blow. If the supply valve of the reducing valve leaks and allows main reservoir pressure to equalize with the signal pipe, whenever a trainpipe reduction is made and the brakes released, the whistle will blow, because the main reservoir air going into the trainpipe allows the signal pipe air to flow back into the main reservoir, which thus makes a reduction on the signal pipe and blows the whistle.

If the whistle fails to respond it is more than likely on account of the rubber diaphragm in the signal valve being baggy, or the whistle needs adjusting, or it is cut out at the reducing valve, or an angle-cock is turned.

If more than one blast is heard when but one pull was made, it may be that the diaphragm stem needs filing

off to allow it to drop further down, or there may be dirt holding it up.

Should the signal pipe fail to charge up it is either cut out at the reducing valve or there is some dirt lodged in the small opening which admits the main reservoir pressure into the reducing valve.

When releasing brakes on a passenger train, if the whistle blows it is because the reducing valve is letting the signal pipe air back into the main reservoir.

The engine air gauge can be used in setting the reducing valve by drawing the main reservoir pressure down to forty pounds, and slacking off the regulating spring until the whistle fails to blow when the main reservoir pressure is reduced below forty pounds.

QUESTIONS AND ANSWERS TO SECTION 3

THE CAUSE OF WESTINGHOUSE AIR-BRAKE DEFECTS AND HOW TO DETECT AND REMEDY THEM

The following questions will start with the engine equipment and be carried right through the train:

45. What effect is produced by leaky packing rings in the air end of the pump?

Ans.—It prevents the pump from producing the proper amount of air within the required time and causes it to run hot, for the reason that if the packing rings are leaking, on the down-stroke of the pump the air which is being compressed in the lower end of the cylinder would be forced to the upper end and prevent the receiving valve from letting in the required amount of fresh air, thereby lowering the efficiency of the pump. The same action will cause the pump to run hot for the reason that on a warm summer's day the air in a pump working against a ninety-pound pressure in the main reservoir is raised to a temperature of 550 degrees, and naturally if the free air is saturated with a portion of the compressed air which is already made hot by compression, it follows that a second compression of it greatly increases the temperature, thereby causing the pump to run hot.

46. How should you test for leaky packing rings in the pump?

Ans.—First ascertain if the discharge valves are leaking, which is done by shutting off the steam to the pump

and opening the oil cup and removing the bottom plug, and holding your finger slightly above the oil cup to see if any air is blowing out. If the air blows out of the oil cup the top discharge valve is leading, and if it blows out of the bottom plug hole the lower discharge valve is leaking. If no blow is felt either at the oil hole or plug hole, then replace the plug, leave the oil cup open and start up the pump at about forty strokes a minute, and if the packing rings are leaking you will feel a gush of air through the oil holes as the pump makes the down-stroke.

47. What will cause a pump to jiggle or dance?

Ans.—Too much oil getting under the seat of the reversing valve, or if the reversing valve stem catches on the reversing plate, or if the reversing plate has a burr on it, it has a chance to jiggle.

48. What will cause a pump to pound?

Ans.—Too much lift in the air valves; pump being loose from the frame, or frame loose from the boiler; a worn shoulder on the reversing valve which would prevent the piston from reversing quick enough; the bottom end of the piston-rod worn too far into the piston head will allow the piston to strike before reversing; loose nuts on the main piston; or if the pump is started to running fast before the condensation has been properly drained, or if there is no air cushion for the piston to strike against.

49. When should the air end of the pump be oiled?

Ans.—Every time the engine is started on a trip and oftener if required, but great care must be taken not to get too much oil in the air end as it will cause the valves to gum up and make the pump run hot. Automatic oil cups should be used.

50. What kind of oil should be used in the pump?

Ans.—Cylinder oil; engine oil should never be used in the pump.

51. How often should a pump be cleaned?

Ans.—At least every six months by running a solution of potash through it, and in doing so the connections between the main reservoir and the tender should be broken so that no potash can work into the brake equipment.

52. If the trainpipe and main reservoir pressure equalizes while the handle of the G-6 brake valve is in running position, what might be causing the leak?

Ans.—Any one of three things: either the rotary valve, the body gasket, or feed-valve attachment. To tell which it is, place the handle in service position and if the body gasket is cracked so that main reservoir pressure flows into cavity D as fast as it passes out of the preliminary exhaust, there will be no discharge from the trainpipe exhaust and the brakes will not set. If the brakes apply in service position, but release when the handle is brought to lap, the trouble is a leaky rotary. But if the brakes apply on service and remain set on lap, and when the handle is again brought to running position the pressure again equalizes, it is the feed valve that needs attention. To tell if it is the supply valve of the feed valve, draw off all trainpipe pressure, lap the valve, and remove the diaphragm piston, place the handle in running position, and if the supply valve leaks you will feel the air blowing out by holding your finger under the valve. If no blow is felt the trouble is either in the gasket between the feed valve and the brake valve, or else the diaphragm buckles on account of the spring box being screwed up too tight. If it is a new slide valve feed valve, the trouble may be caused by spring 58 being gone, or the small supply valve 59 having a

bad seat, or else too short. If you are testing a D-8 brake valve, any one of these leaks will allow the governor to shut off the pump at seventy pounds for the reason that the governor is controlled by trainpipe pressure with this kind of a valve.

53. Is there anything else that would prevent the trainpipe exhaust from opening in service position besides a cracked body gasket?

Ans.—Yes. If the packing ring around the equalizing valve leaks badly it will allow the trainpipe pressure to get on top of it as fast as the preliminary exhaust port lets the air out of cavity D.

54. Should you lose your equalizing reservoir, or damage it so that it leaked, how would you handle your train?

Ans.—Plug the trainpipe exhaust and also the pipe leading to the equalizing reservoir and use the emergency position for applying brakes, but be very careful to go slowly to the emergency position and also slow in bringing the handle to lap.

55. If the pump governor doesn't shut off at all, what is the trouble?

Ans.—It is because the pressure has equalized on both sides of the air valve, and the vent port and waste pipe need to be opened. If it shuts off at a low pressure it is caused by the regulating spring being too loose or the diaphragm valve is dirty or battered so that it won't seat, or else the valve has been filed off so that it is too short to seat.

56. What would cause the black hand of the gauge to show more pressure than the red hand?

Ans.—Either the pipes have been crossed or the hands have become twisted on the pinion, or stuck.

57. What will cause the whistle to blow when the brake valve handle is thrown to full release?

Ans.—A leak in the supply valve in the reducing valve, which allows the signal whistle pressure to flow back into the main reservoir.

58. What will prevent the whistle from responding when the whistle cord is pulled?

Ans.—The rubber diaphragm in the signal valve being baggy, or the whistle not being properly adjusted. Of course, if it is cut out at the reducing valve, or a cut-out cock is turned it will not whistle.

59. What will cause a blow at the triple exhaust?

Ans.—A leak from either the auxiliary or trainpipe side of the triple piston.

60. How many places are there at which such a leak might occur, with freight triple valve?

Ans.—Four. Under the slide valve, or the gasket between the triple and auxiliary, under the emergency valve, or by check gasket 14. To tell where the blow is coming from, cut the brake out and if it sets itself the leak is from the trainpipe side of the piston; if the brake does not set when you cut it out the trouble is an auxiliary leak, and to tell if it is the triple gasket or the slide valve, cut the brake in and make a trainpipe reduction, and if the blow stops while the brake is set but starts again when the brake is released it is the gasket; but if the blow continues while the brake is either set or released, it is the slide valve that is causing the trouble.

61. What causes a brake to fly into the emergency when a service application is made?

Ans.—It is either because of a sticky triple, weak or broken graduating spring, or broken graduating valve pin. The latter trouble and a sticky triple both act alike, for on the first light reduction if it is a sticky triple, the

slide valve fails to move, and consequently no air gets into the brake cylinder, and a broken pin would prevent the graduating valve from unseating, so that in either case, when the second reduction was made the graduating spring could not prevent the full travel of the triple piston, and the brake would, of course, go into the emergency. The action would be the same no matter in what part of the train the defective triple was located, but a weak or broken graduating spring would cause an emergency application only when the defect is within seven cars from the engine, in which case the brakes would fly into emergency on the first light reduction.

Ques.—How would you test for a leaky rotary valve in the independent brake valve of the E T Equipment?

Ans.—Lap both brake valves and notice if the brakes creep on.

Ques.—How would you test for a leaky rotary valve in the H-6 brake valve?

Ans.—By making a service application and bringing the handle to Lap, and noticing if the black hand moves up to the red hand or if there is a blow at the emergency exhaust.

Ques.—Why can't you test the H-6 same as you do the G-6 valve?

Ans.—Because when the H-6 valve is on Lap the exhaust port from the application chamber of the distributing valve is closed, and a leaky rotary would not let the engine brakes off like it would with the G-6 brake valve. A leak from port *a* to the right would blow out the emergency exhaust and a leak to the left of port *a* would cause the black hand to raise.

SECTION 4

CHAPTER IV

NEW YORK AIR BRAKE EQUIPMENT—THE PARTS AND THEIR DUTIES.

As the reader has already thoroughly informed himself on the construction, operation and handling of the Westinghouse air brake equipment, it will not be necessary to repeat here many of the things which have already been gone over.

The question of leverage applies the same with one air brake system as with another. The general instructions regarding train handling covers the New York Air Brake the same as it does the Westinghouse, with a few minor changes which will be explained in their proper order.

The operation and care of the steam and air cylinders, air valves, etc., is the same with both systems. The specific differences are mentioned in their proper places.

With this explanation you will at once see that aside from the information contained in the previous pages of this book it will only be necessary for me to explain the construction, operation and handling of the several parts of the New York Air Brake Equipment in order for the reader to be as fully informed on the New York air brake system as he is on the Westinghouse.

The order in which we will describe the New York Air Brake Equipment is as follows: The Air Pump,

Pump Governor, Engineer's Brake Valve, Triple Valve, Straight Air-Brake Valve, and Whistle Signal Apparatus.

After describing the several parts of the equipment I shall then treat of the defects and diseases and their remedies, the same as I have with the Westinghouse equipment.

THE NEW YORK DUPLEX AIR PUMP

The New York Duplex Pump is now being made in four sizes, No. 1, No. 2, No. 6, and No. 5. In general principle they are all the same. This pump has four cylinders, two of which are for steam and two for air. The steam cylinders of the No. 1 pump are five inches in diameter; the high pressure air cylinder is five inches in diameter; and the low pressure air cylinder is seven inches in diameter.

The steam cylinders of the No. 2 pump are seven inches in diameter, the high pressure air cylinder is seven inches and the low pressure air cylinder is ten inches in diameter; the steam cylinders of the No. 6 are seven inches, the high pressure cylinder is seven inches, and the low pressure cylinder eleven inches; the steam cylinders of the No. 5 pump are eight inches in diameter, the high-pressure air cylinder is eight inches and the low pressure air cylinder is twelve inches in diameter.

The stroke of the Nos. 1 and 2 pump is nine inches, while the stroke of the No. 6 is ten inches, and the No. 5 is twelve inches. The No. 6 is meant to take the place of the No. 2, as it has better proportioned cylinders and a longer stroke.

The air cylinders of the New York pumps are located above the steam cylinders, whereas with the Westing-

house pumps the air cylinders are located on the bottom end. The low pressure cylinder of the New York pump has a volume capacity of about double that of the high pressure cylinder. The diameter of the steam cylinders is always the same as the diameter of the high pressure air cylinder.

A feature you should thoroughly impress yourself with in regard to the action of the New York pump is that there is only one steam piston in motion at any one time, for whenever a piston has made its stroke it waits for the other piston to make a stroke before it moves again. This is brought about by reason of the fact that the reversing-valve on one piston controls the action of the opposite piston.

As you are already familiar with the reversing-valve used in the Westinghouse pump, this knowledge will enable you to understand the action of the steam end of the New York pump, for the reason that the valve-gear of the steam end of the New York pump is very similar to an ordinary reversing-valve, in fact the general appearance is the same.

Like the steam piston in the Westinghouse pump the piston-rod is hollow, and on the reversing-valve side of the steam piston there is a plate bolted which performs the same function in the New York pump as the reversing-valve rod plate does in the Westinghouse pump, that is, it moves the reversing-valve up or down.

By referring to Fig. 1, on Plate 81, this will be made very clear to you if you will but look at the engraving up-side-down, for in this position you will see that the reversing-valve rod extends down into the hollow steam piston-rod. You will also notice that this reversing-valve rod has a shoulder on one end and a button on the other end for the purpose of controlling the movement

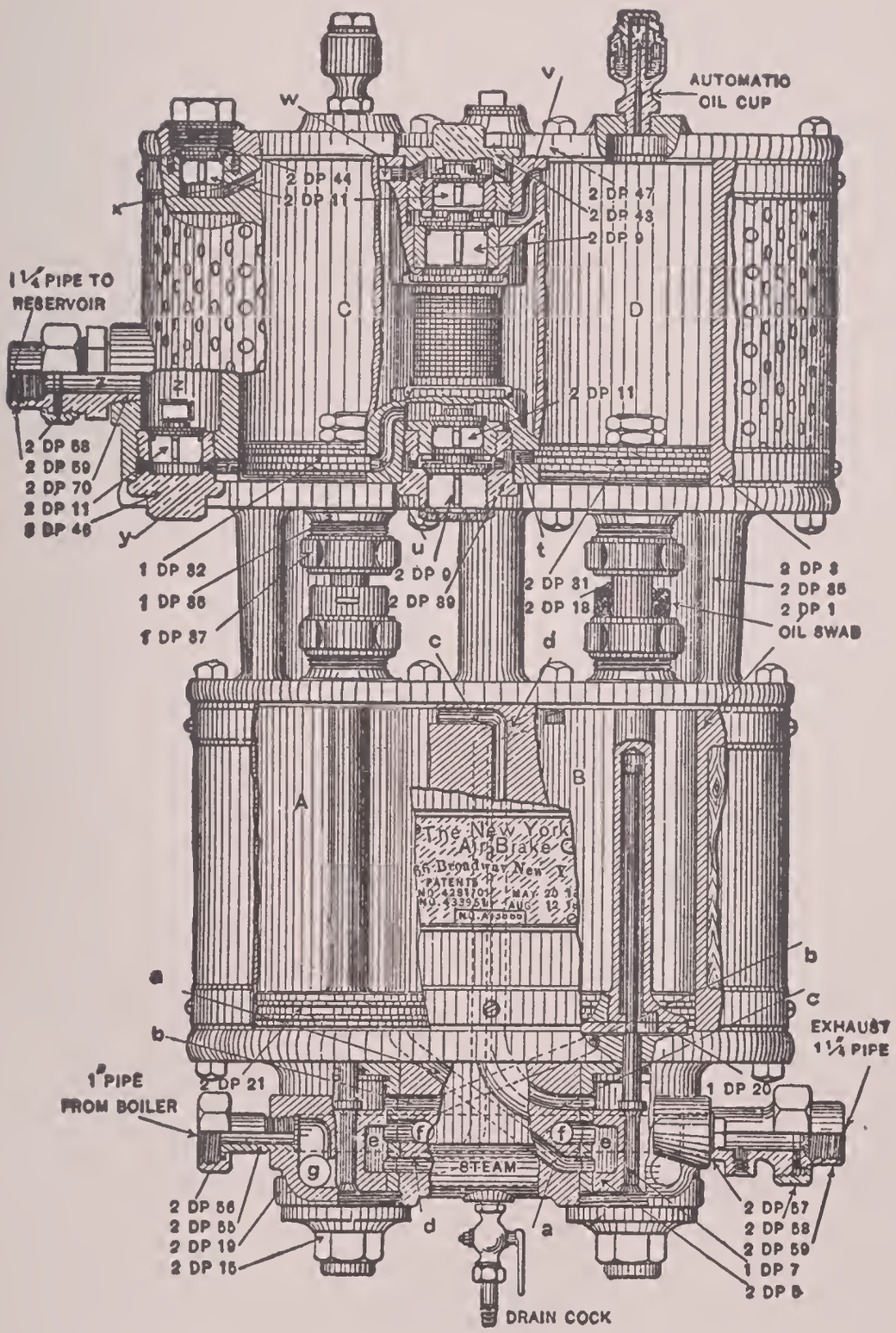


PLATE 81—FIG. 1. NEW YORK DUPLEX PUMP, PISTONS AT REST.

of the small D slide valve which is connected to the reversing rod, the same as the reversing-valve is connected to its rod in the Westinghouse pump.

Fig. 1 shows both steam pistons at rest. Now if you will turn the engraving right-side-up again you will notice that the boiler connection is made at the left-hand side. Now remember that the slide valve which controls the right steam cylinder is located under the *left* steam cylinder, and the valve that controls the left steam cylinder is located under the *right* steam cylinder. This will be made plain to you when you notice that the ports are crossed, as shown by dotted lines.

As the pump is shown with the pistons at rest, you will notice that both slide-valves are in their bottom positions, so that as the steam enters the pump from the boiler it fills the slide-valve chamber under the left-hand piston and at the same time passes through port G to the slide-valve chamber under the right-hand piston, and live steam also passes through the port marked b to the under side of the right-hand piston and at the same time passes up through the port c to the top side of the left-hand piston; this causes the right-hand, or low pressure piston, to be forced up, as shown in Fig. 2, of Plate 82. Just as the piston reaches the end of its top stroke the reversing-rod plate engages the button on the end of the reversing-rod and pulls it up. This action connects port c with the exhaust cavity F and at the same time live steam from the reversing-valve chamber under the right-hand piston passes through port a to the under side of the left-hand piston, so that while the steam is exhausting from the top side of this piston live steam on the under side is pushing it up, as shown in Fig. 3, of Plate 83. As port b leads from the under side of the low pressure piston that port is still closed to the exhaust

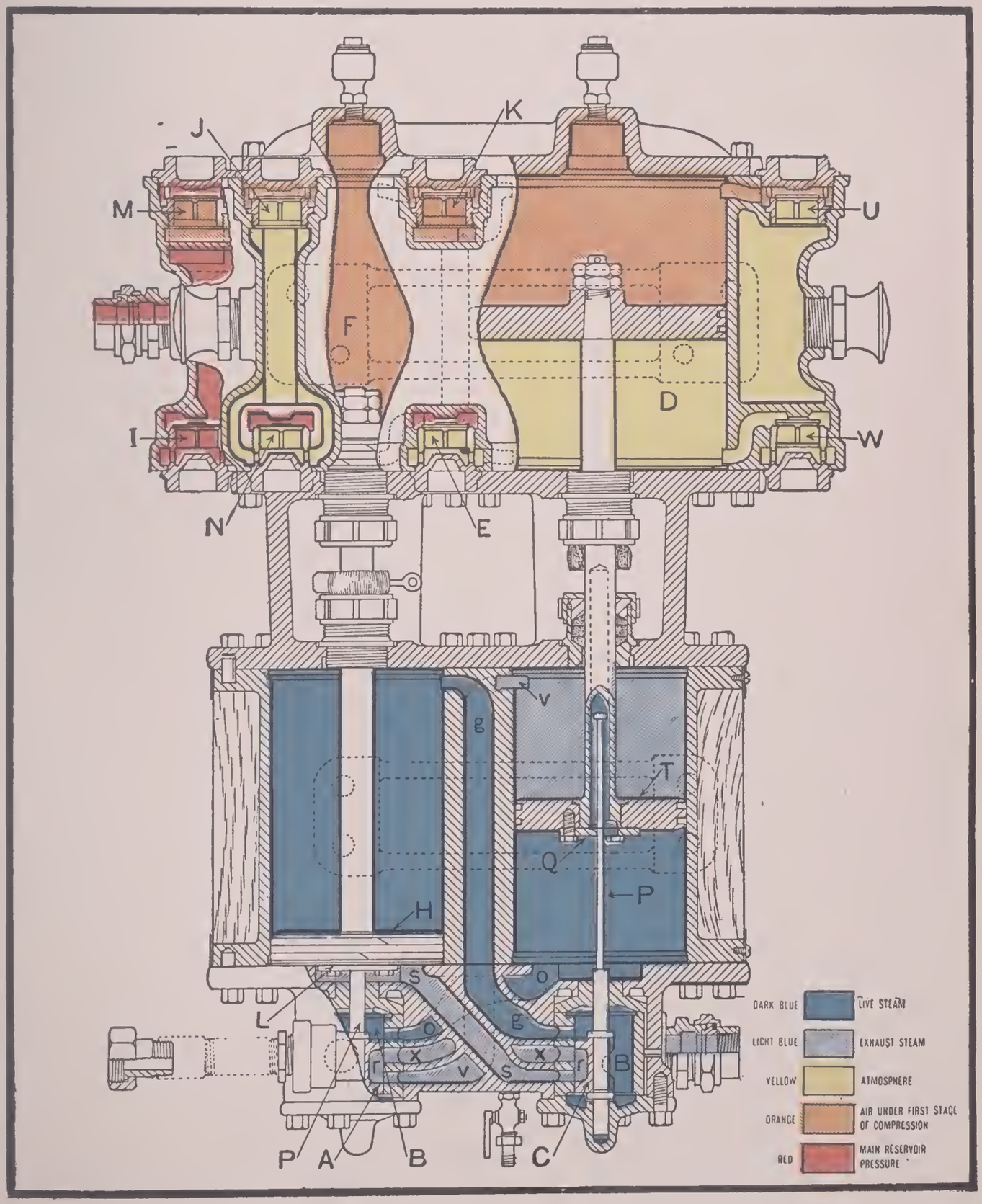
NEW YORK AIR BRAKE

THE NEW YORK AIR BRAKE COMPANY

NO. 5 DUPLEX AIR PUMP

Low Pressure Piston Completing Upward Stroke, High Pressure Piston at Rest

No. 1.

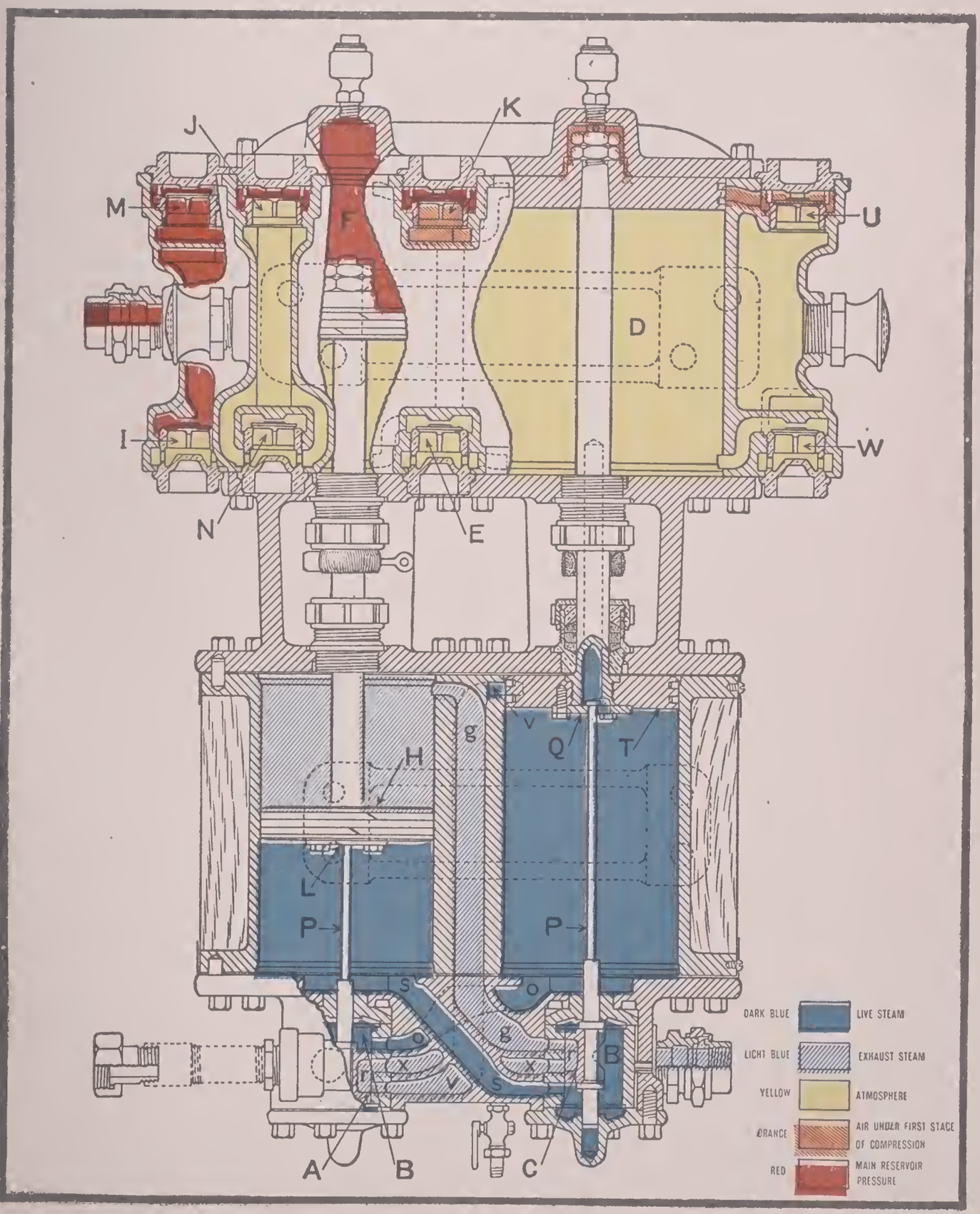


THE NEW YORK AIR BRAKE COMPANY

NO. 5 DUPLEX AIR PUMP

High Pressure Piston Completing Upward Stroke, Low Pressure Piston at Rest

No. 2.

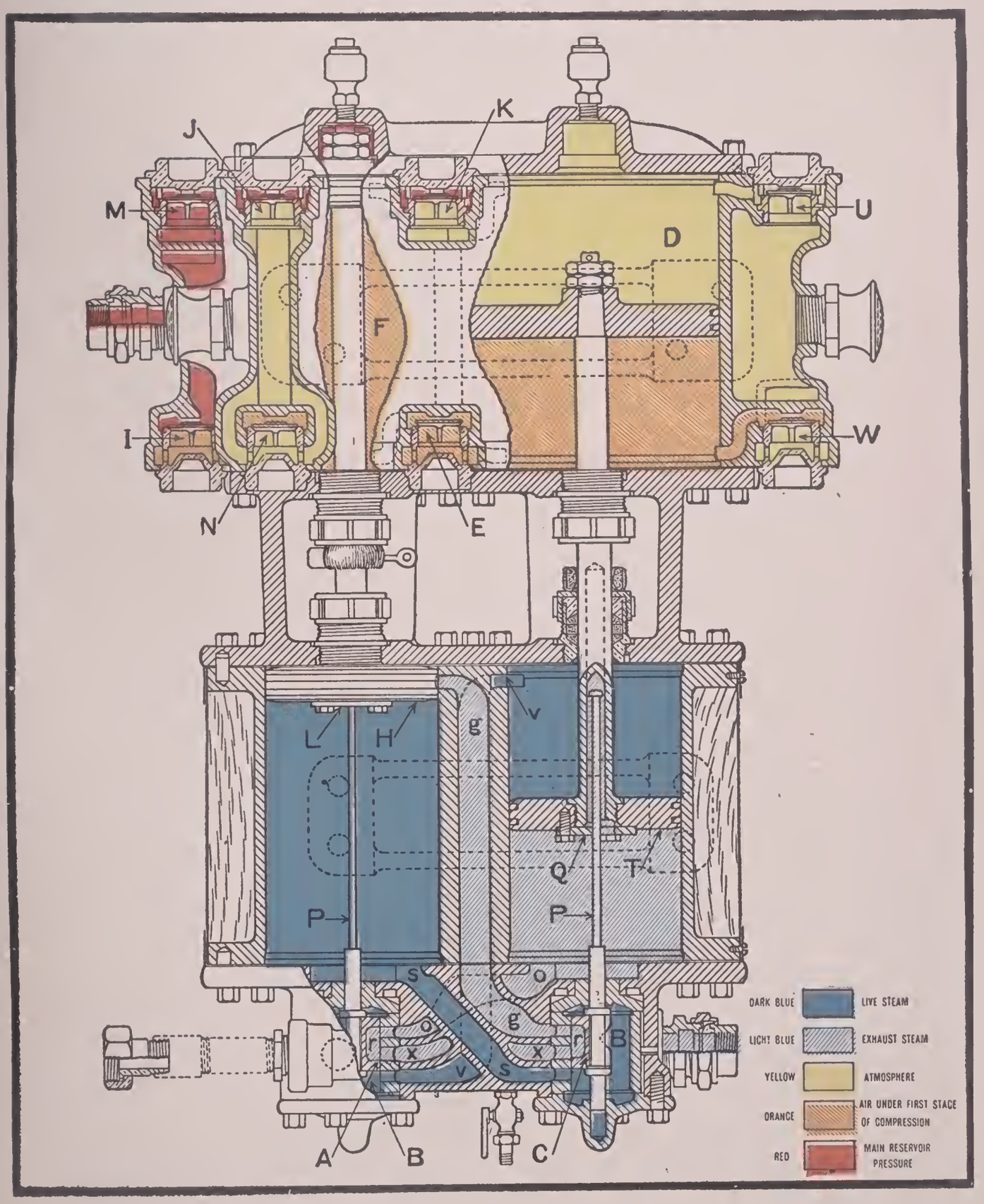


THE NEW YORK AIR BRAKE COMPANY

NO. 5 DUPLEX AIR PUMP

Low Pressure Piston Completing Downward Stroke, High Pressure Piston at Rest

No. 3.

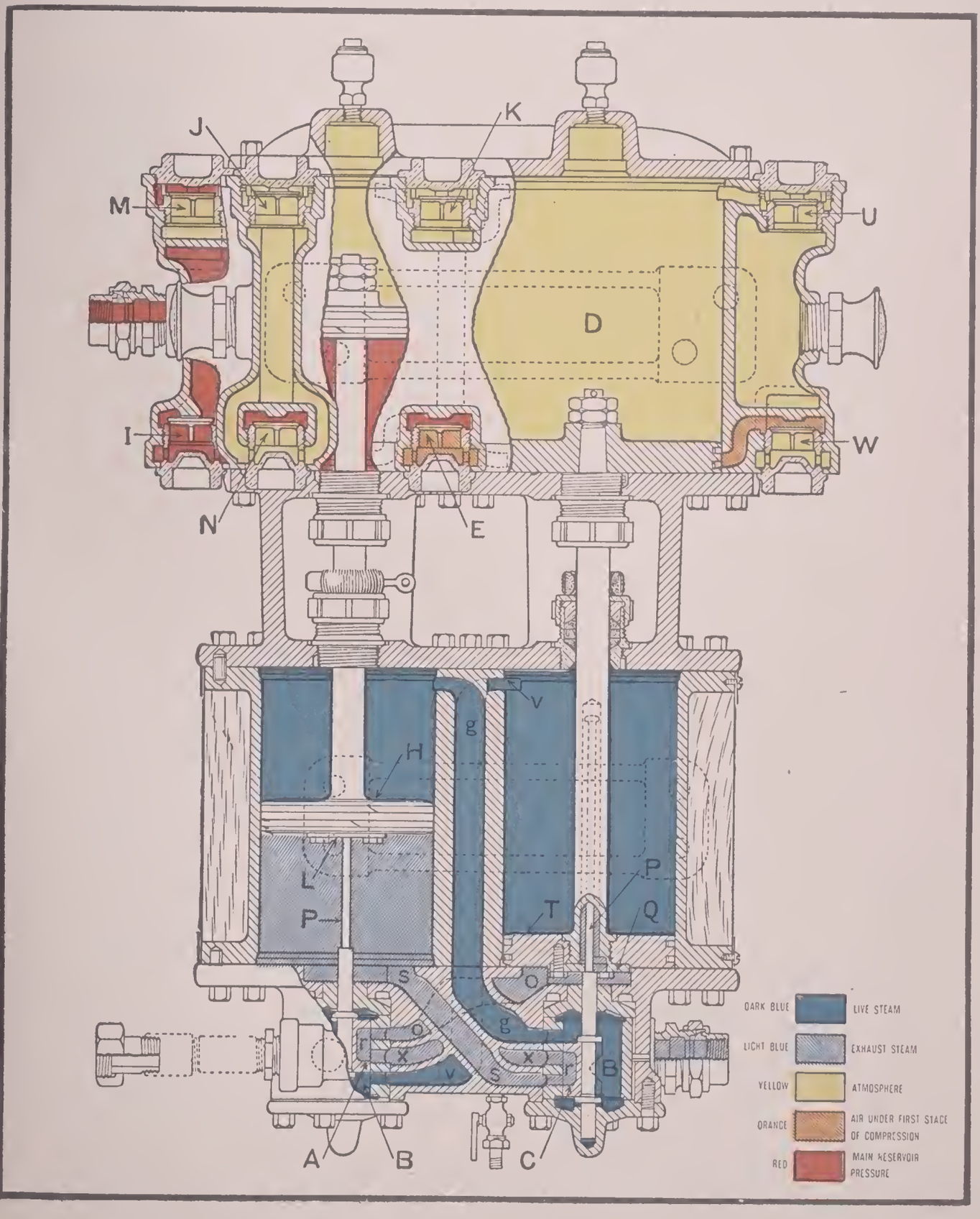


THE NEW YORK AIR BRAKE COMPANY

NO. 5 DUPLEX AIR PUMP

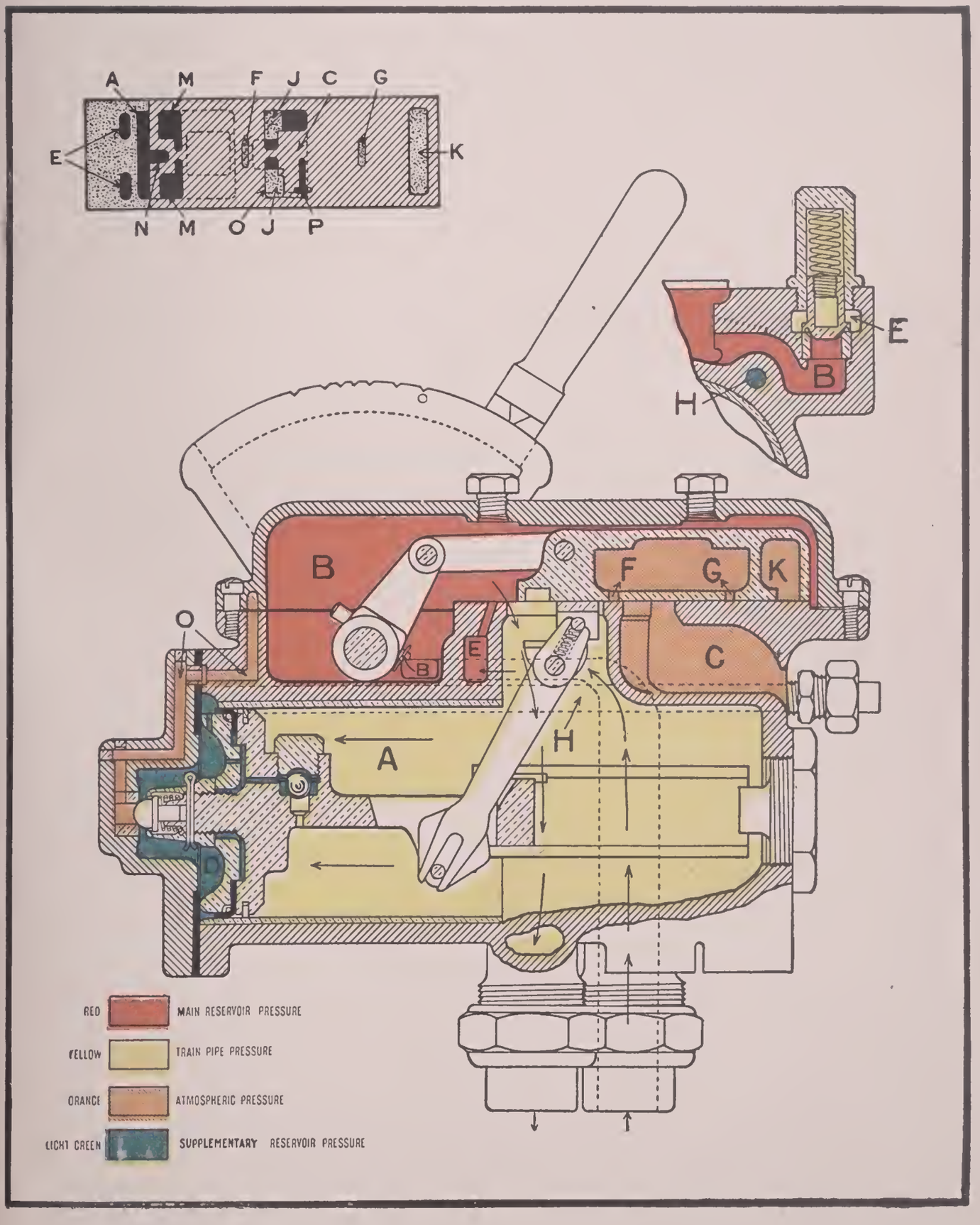
High Pressure Piston Completing Downward Stroke, Low Pressure Piston at Rest

No. 4.



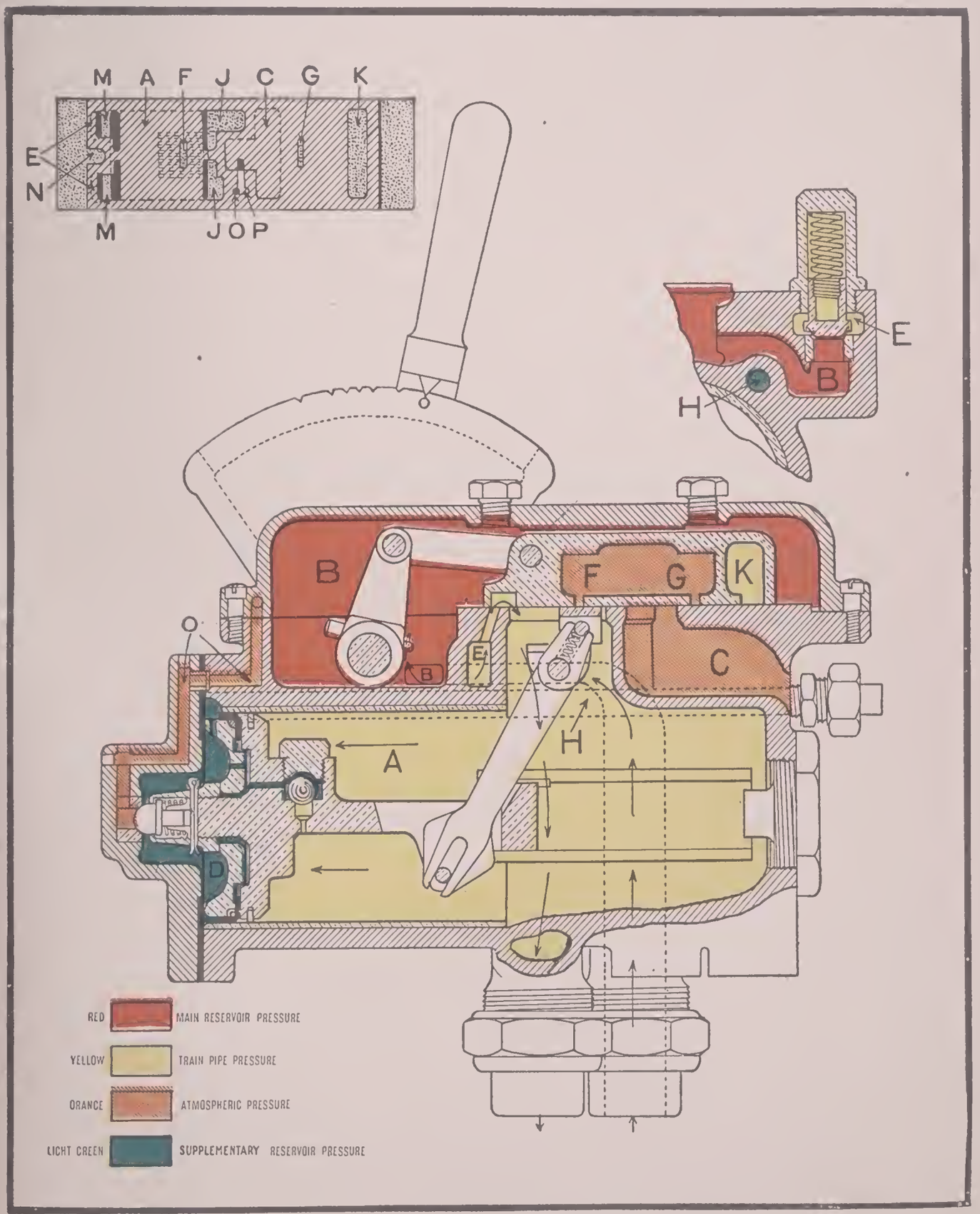
THE NEW YORK ENGINEER'S BRAKE VALVE

RELEASE POSITION

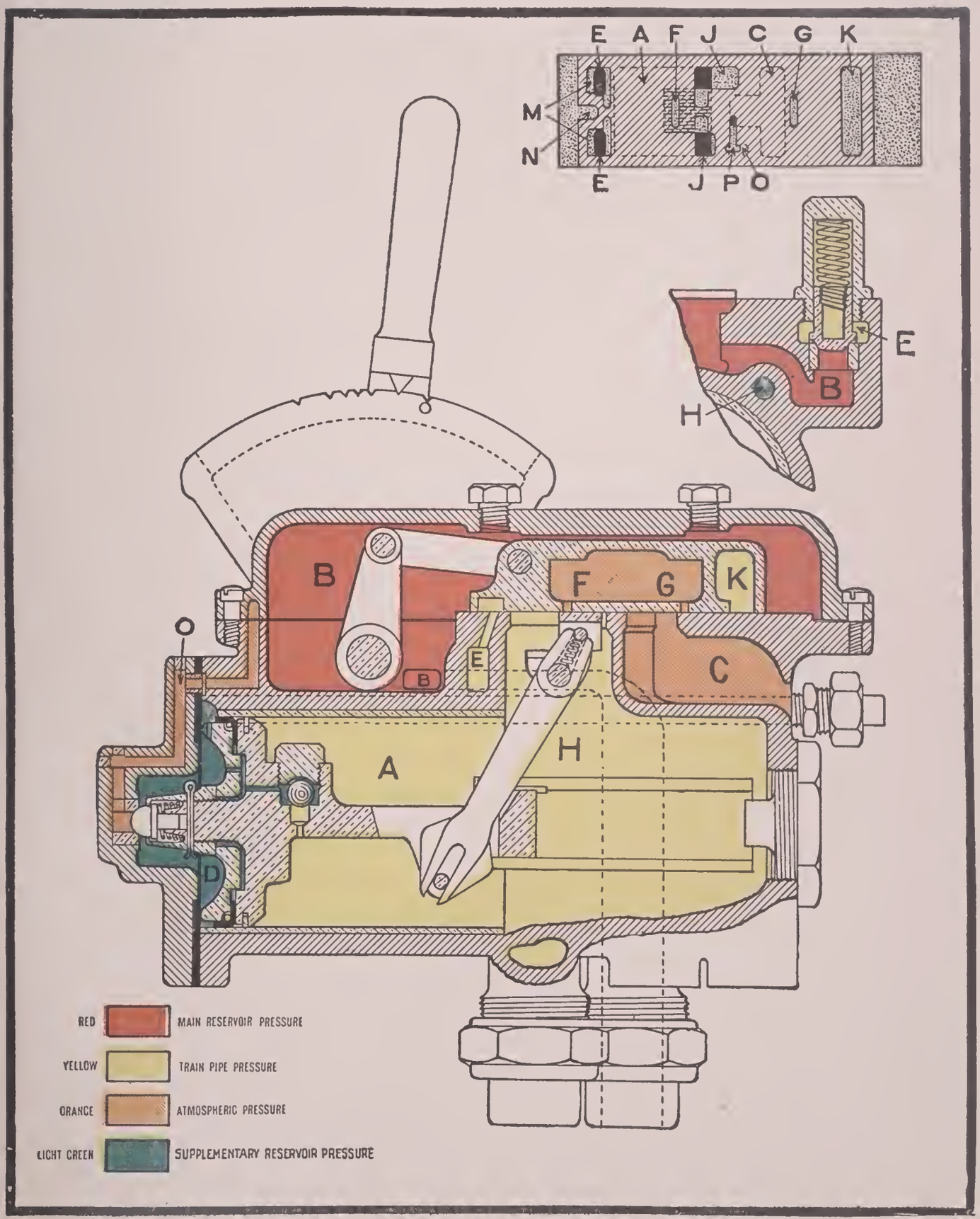


THE NEW YORK ENGINEER'S BRAKE VALVE

RUNNING POSITION



LAP POSITION

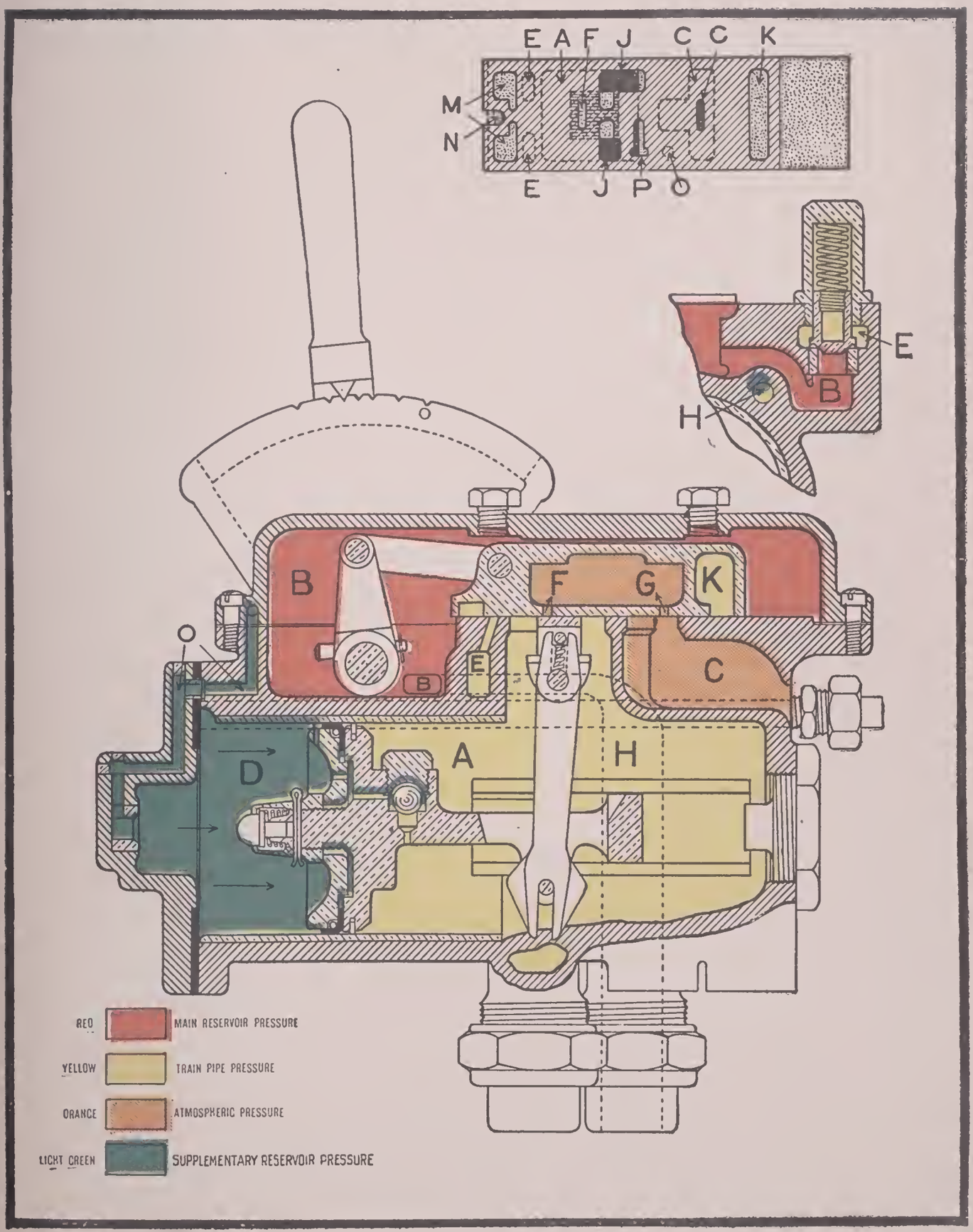


THE NEW YORK ENGINEER'S BRAKE VALVE

[Style B]

SERVICE POSITION

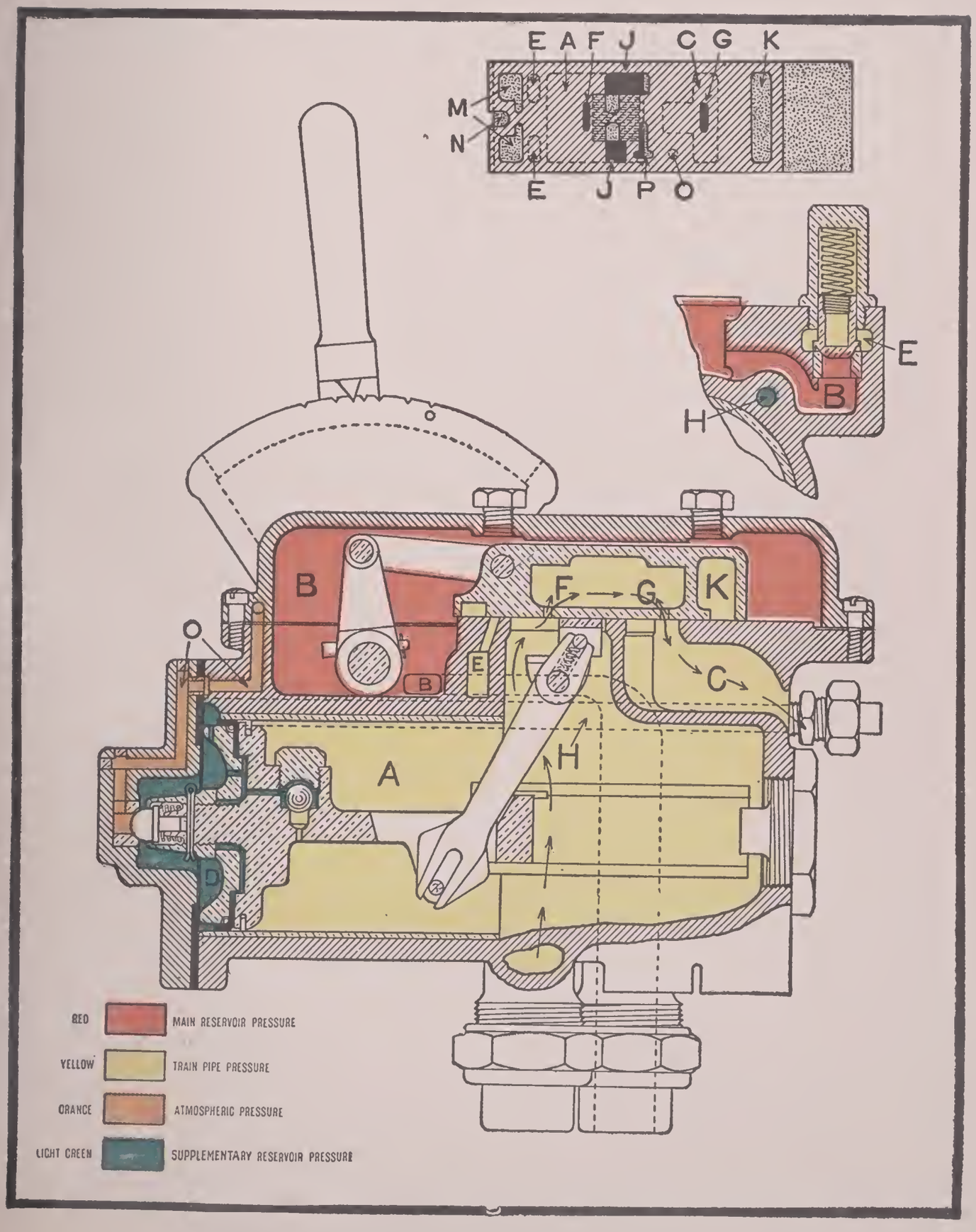
Automatic Lap



THE NEW YORK ENGINEER'S BRAKE VALVE

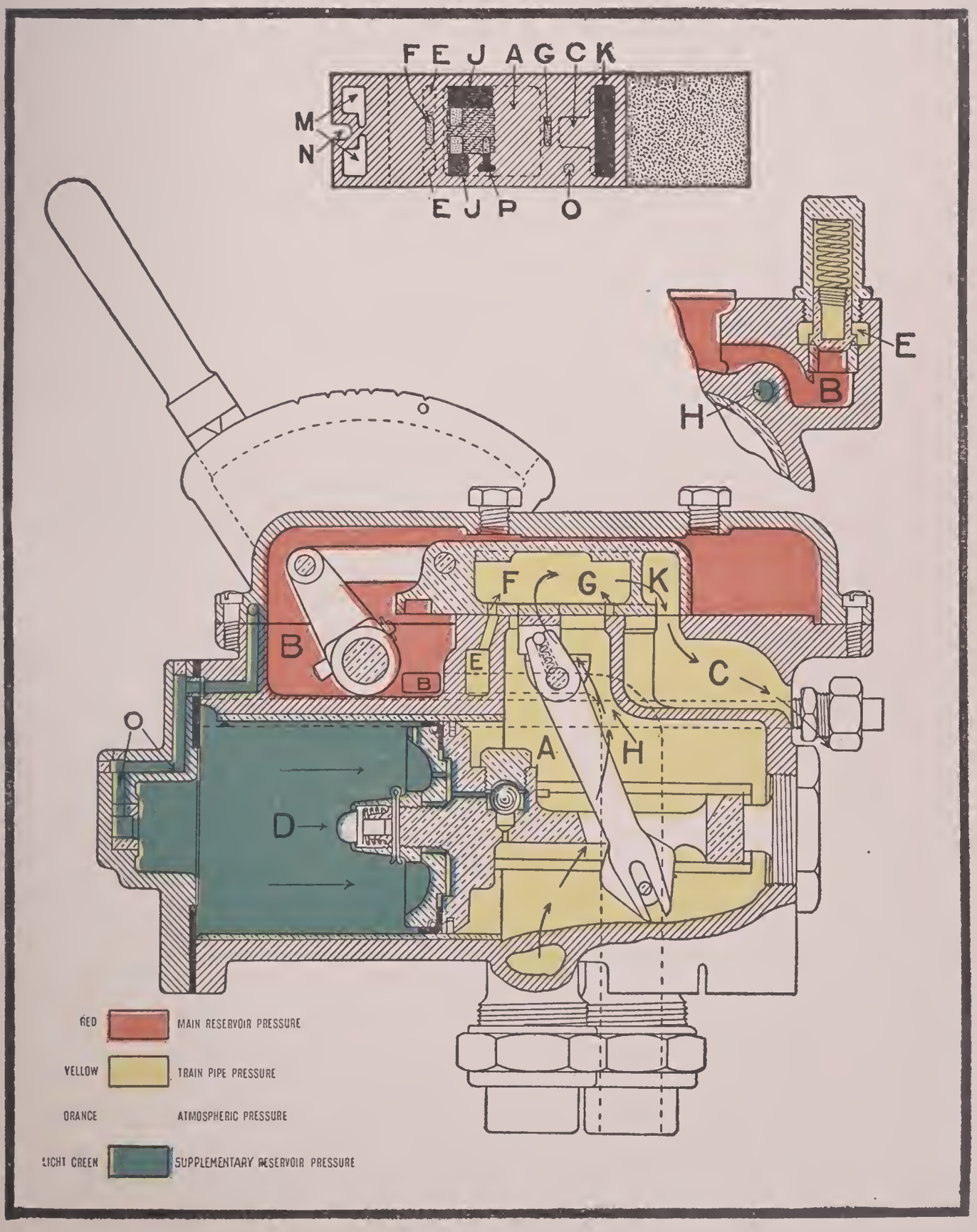
SERVICE POSITION

Exhausting



THE NEW YORK ENGINEER'S BRAKE VALVE

EMERGENCY POSITION

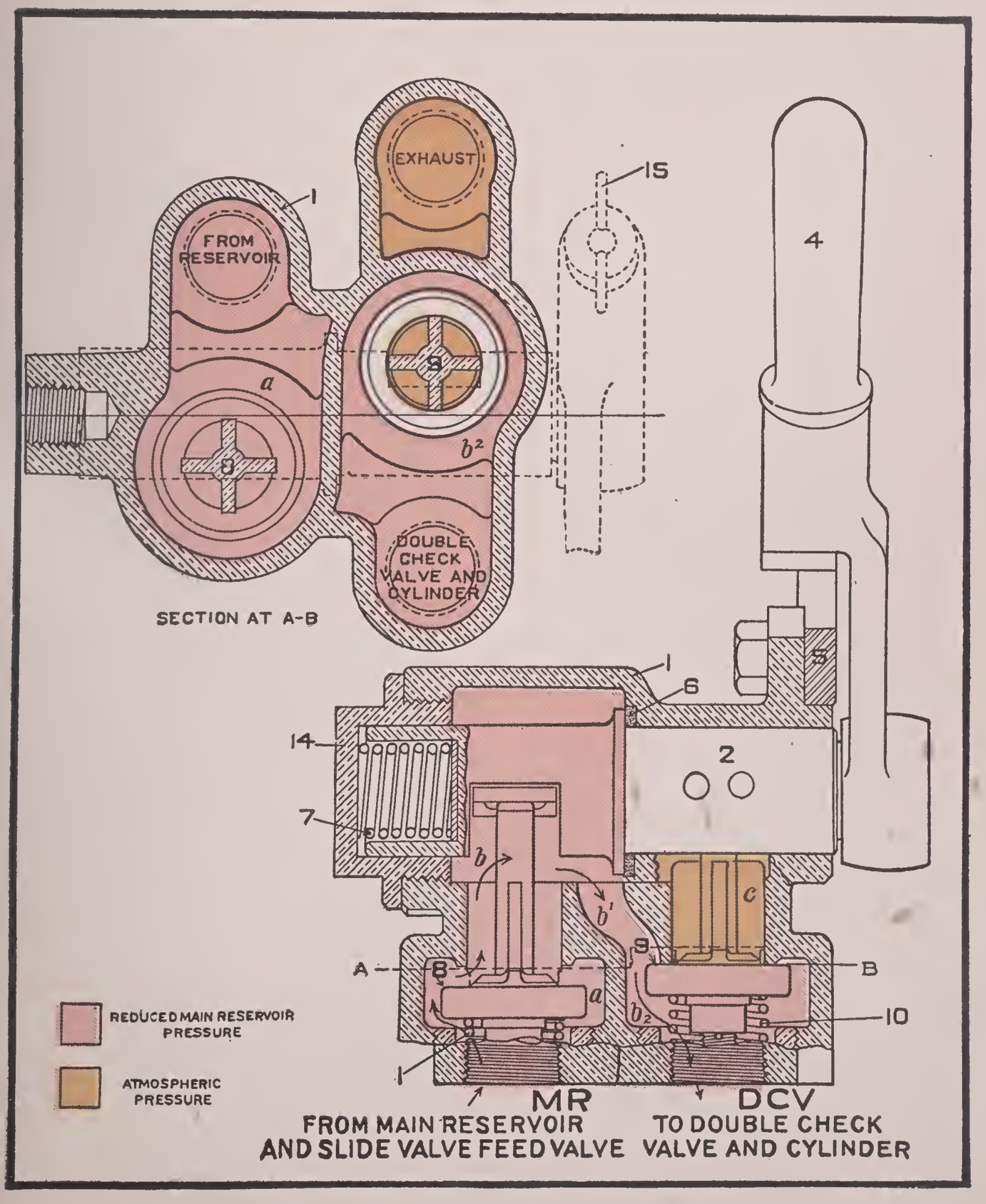


WESTINGHOUSE AIR BRAKE

THE WESTINGHOUSE AIR BRAKE CO.

$\frac{3}{4}$ INCH STRAIGHT AIR BRAKE VALVE.

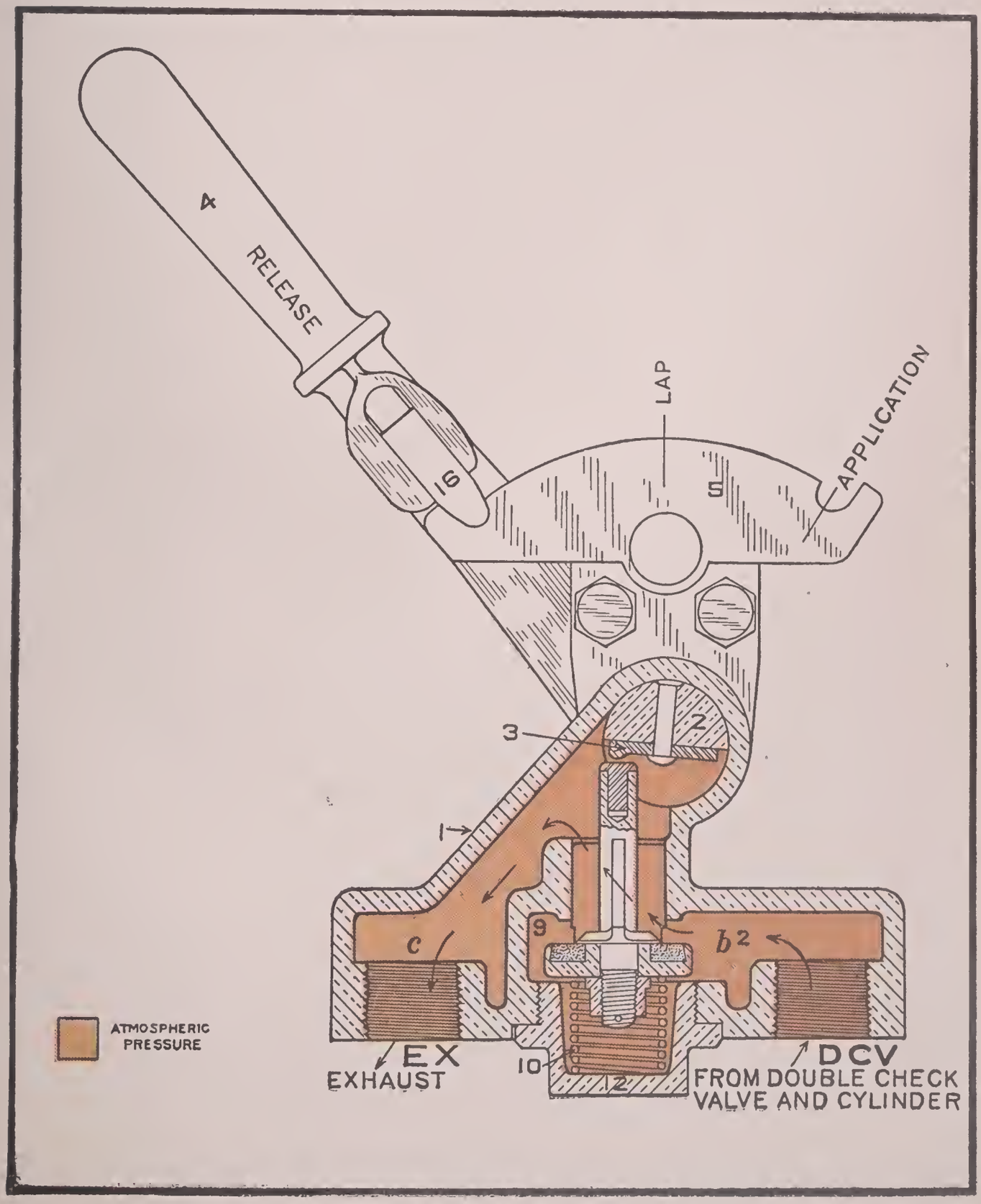
Application Position.



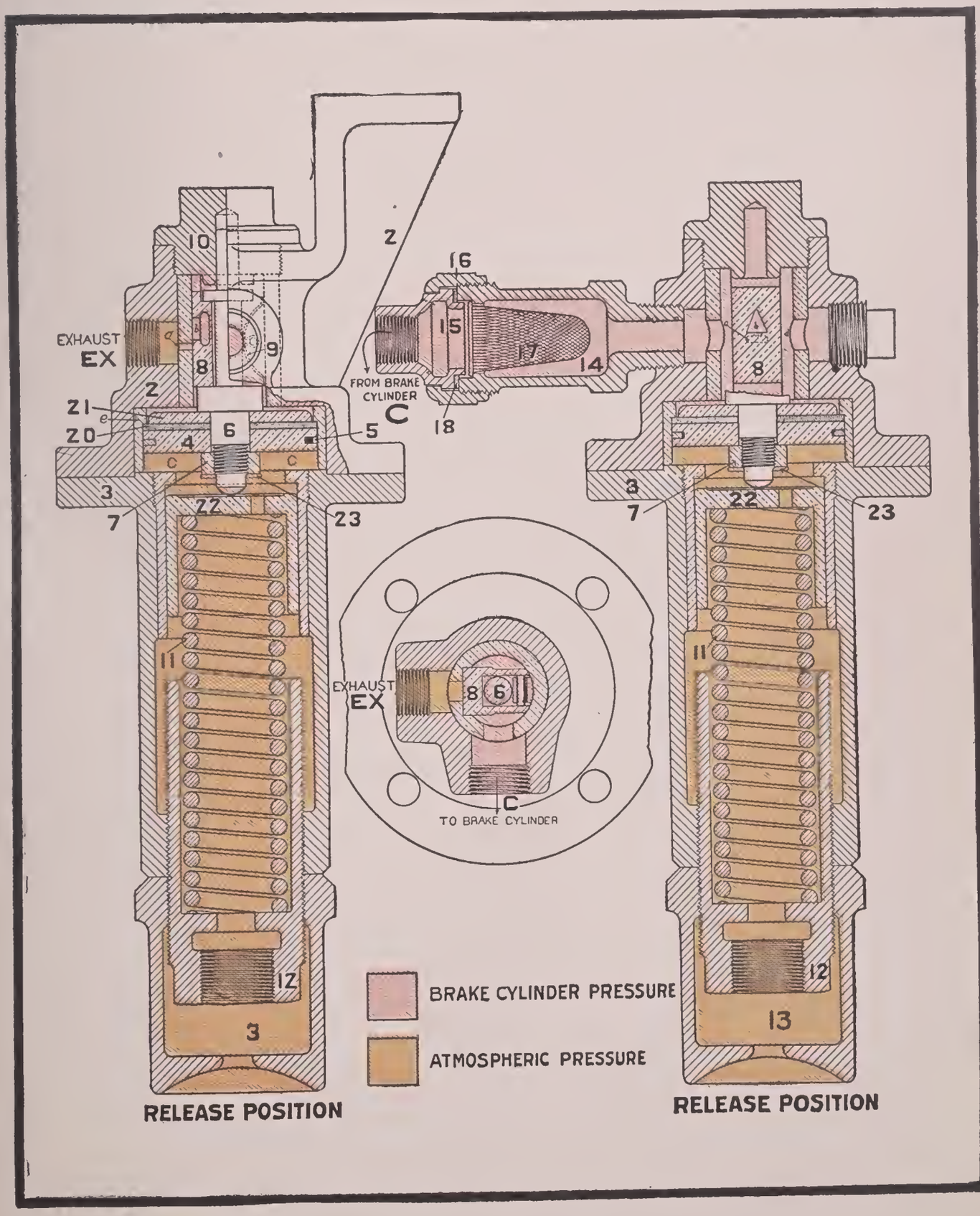
THE WESTINGHOUSE AIR BRAKE CO.

$\frac{3}{4}$ INCH STRAIGHT AIR BRAKE VALVE.

Release Position.

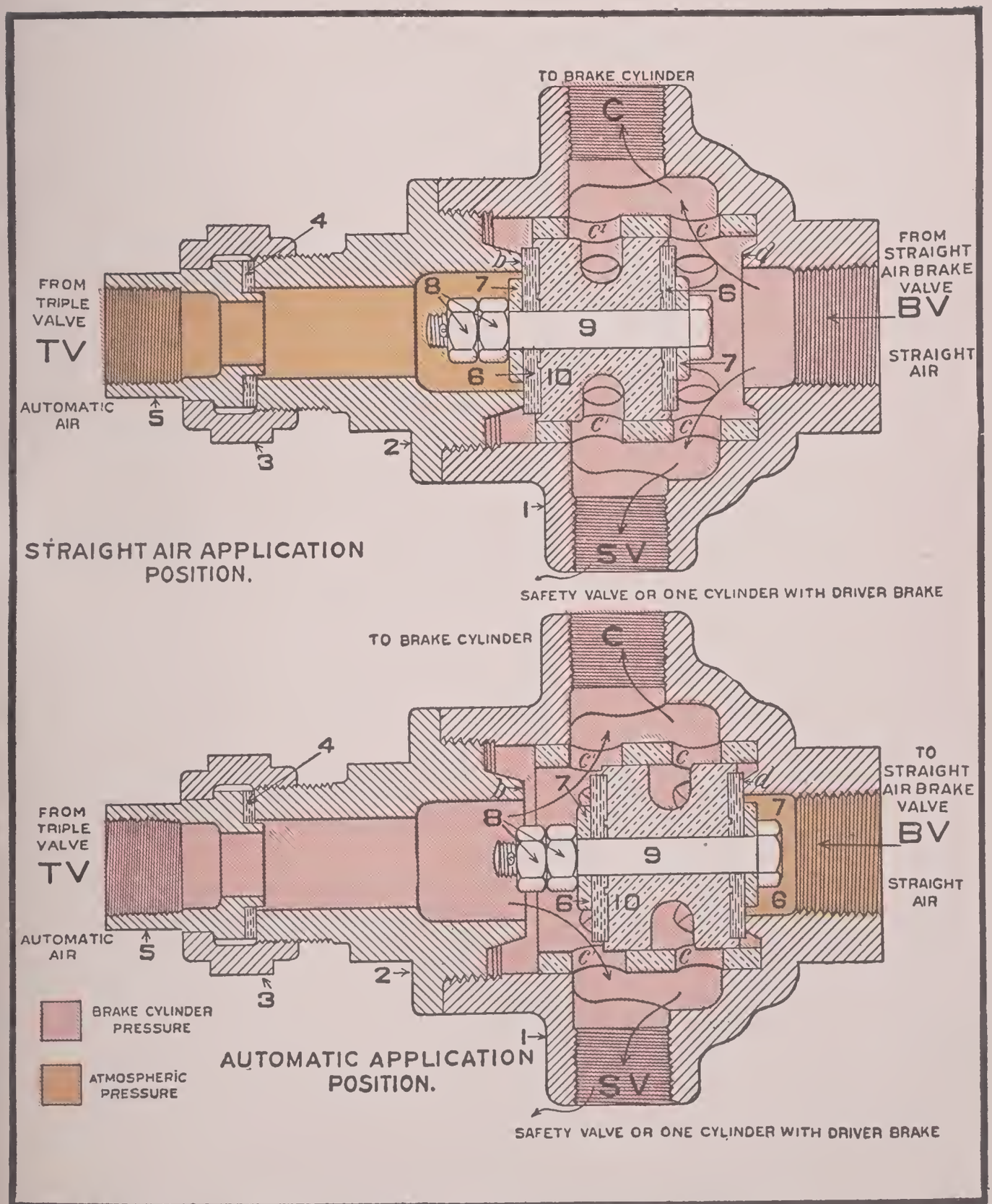


HIGH-SPEED BRAKE REDUCING VALVE

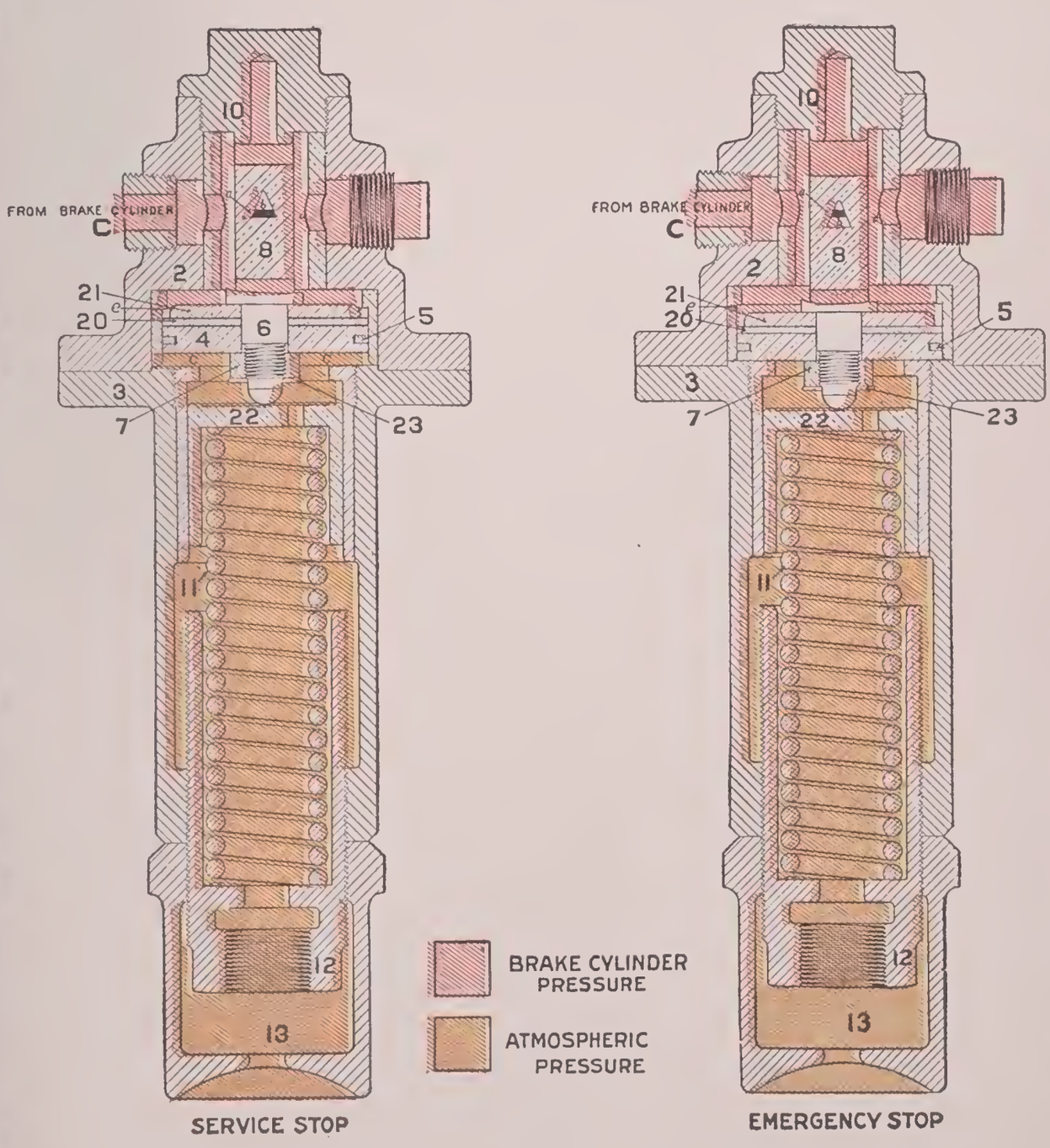


THE WESTINGHOUSE AIR BRAKE CO.

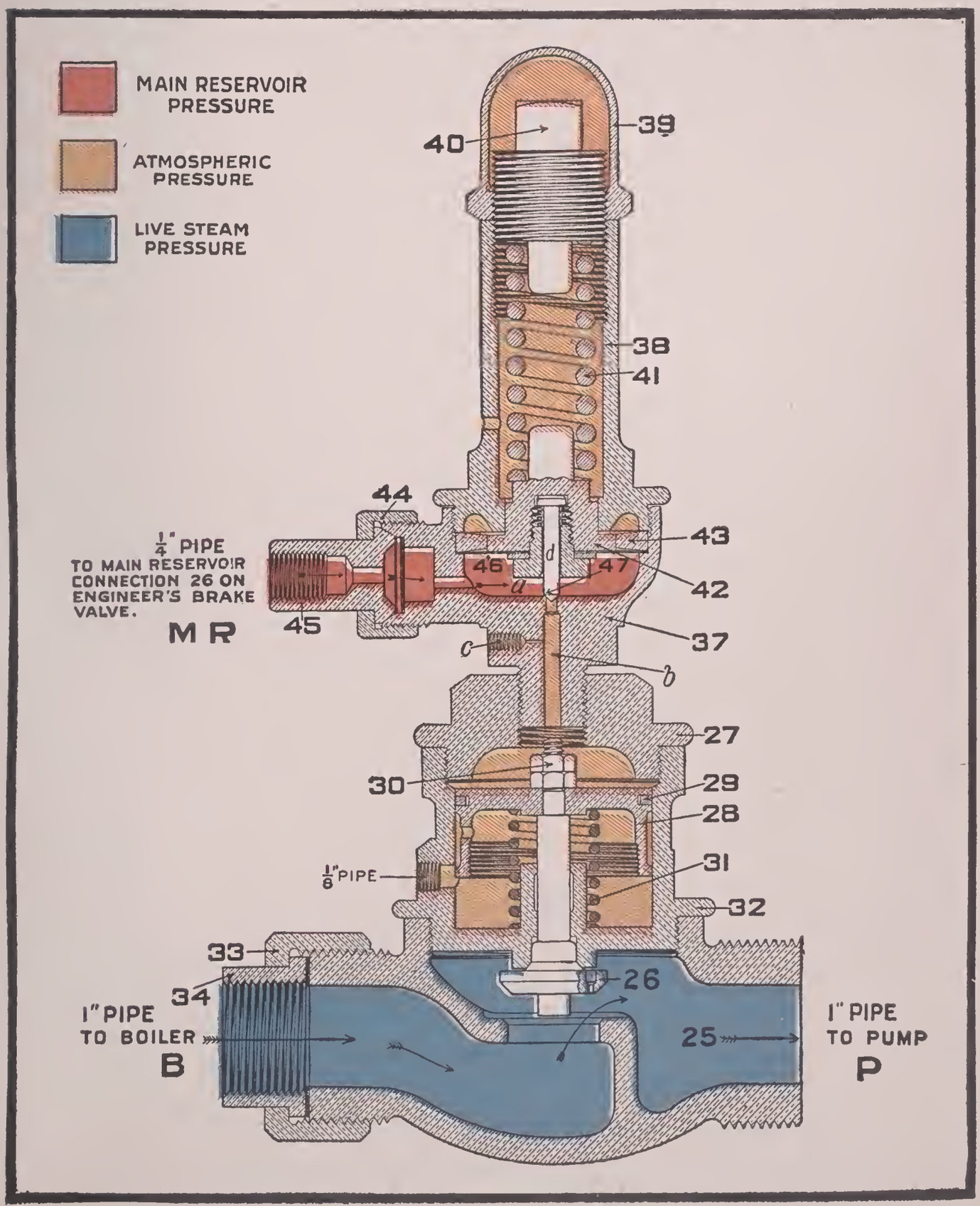
DOUBLE CHECK VALVE



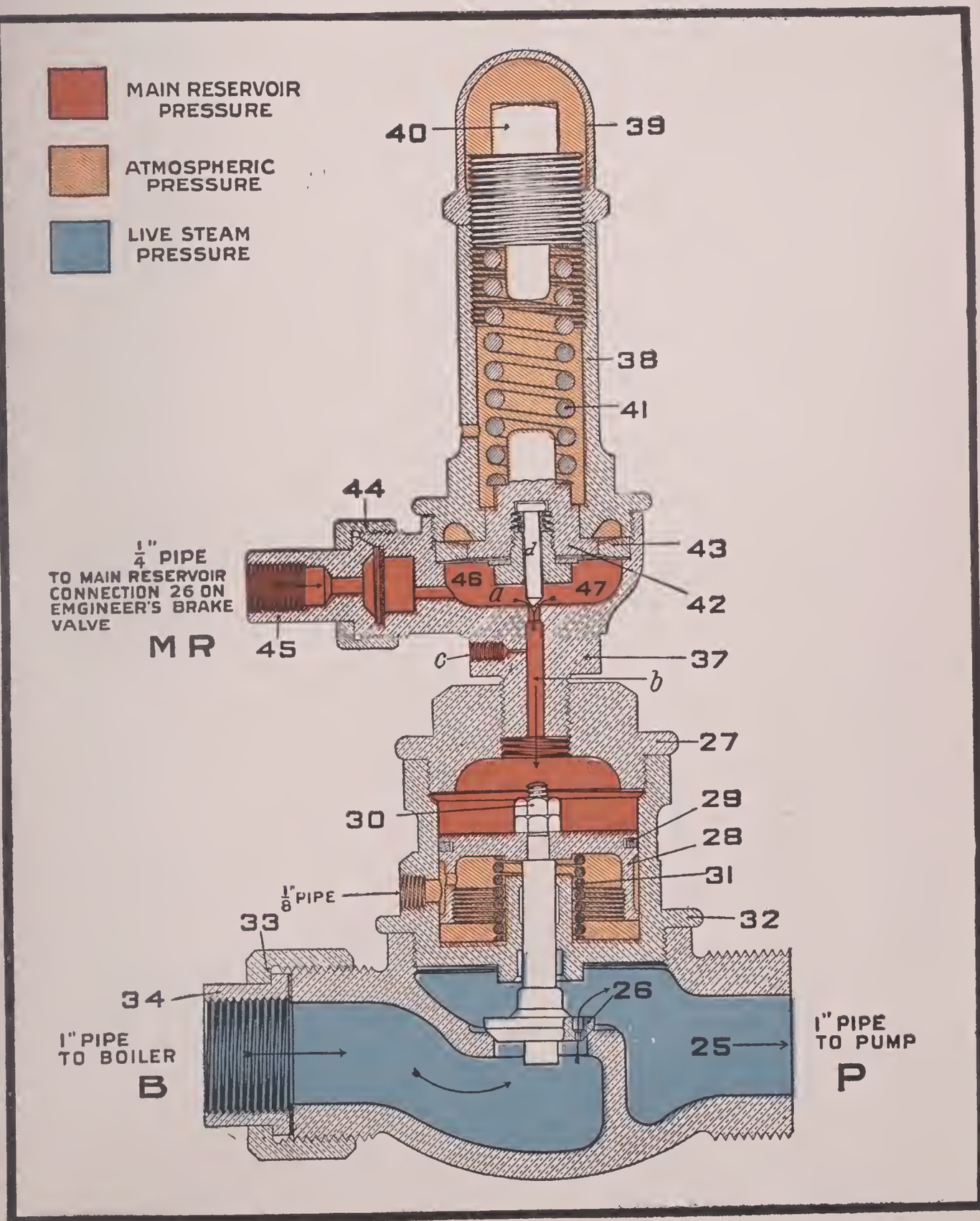
HIGH-SPEED BRAKE REDUCING VALVE



PUMP GOVERNOR, STEAM VALVE OPEN



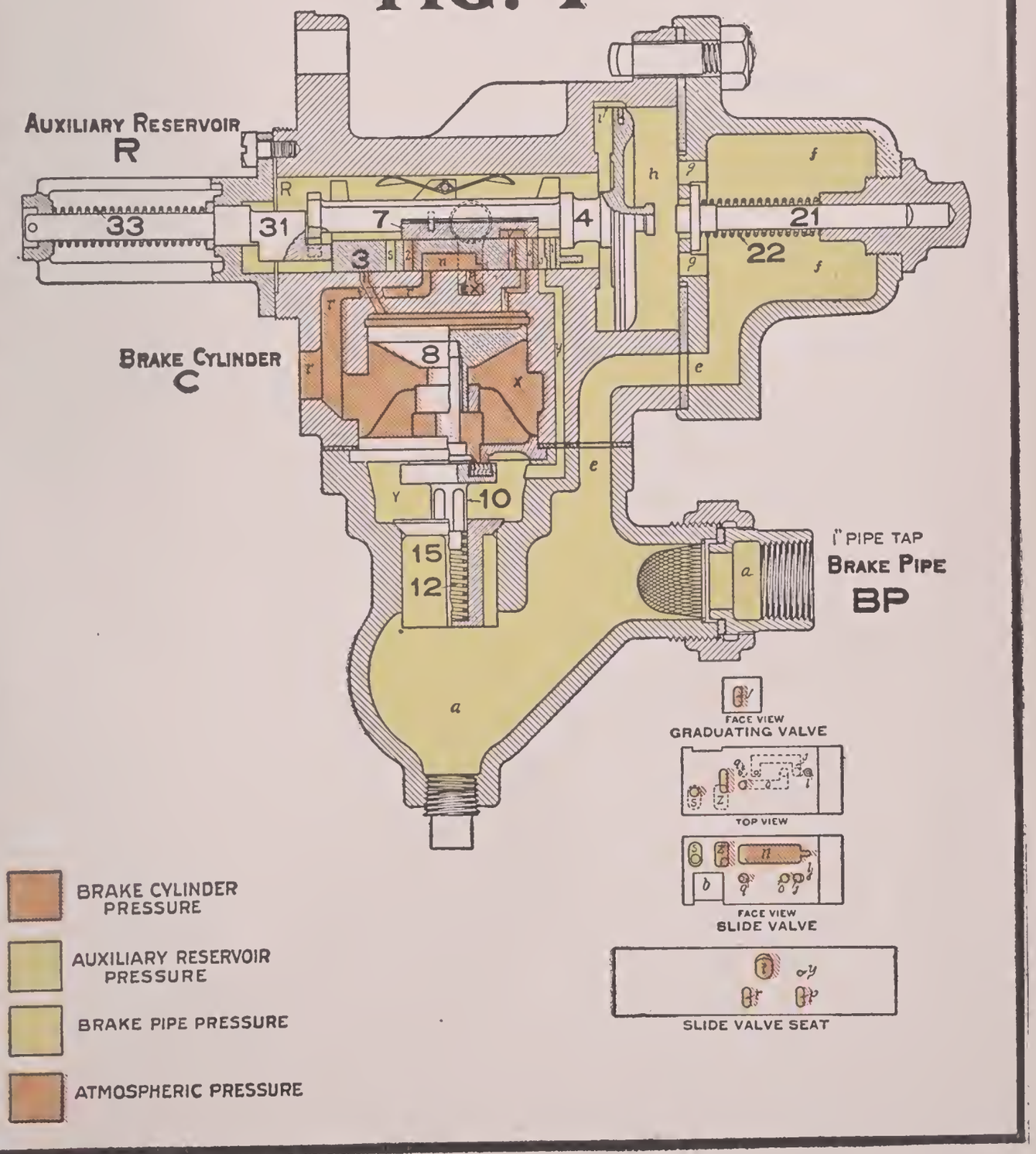
S-4 PUMP GOVERNOR CLOSED POSITION



WESTINGHOUSE TYPE K FREIGHT TRIPLE VALVE

FULL RELEASE AND CHARGING POSITION

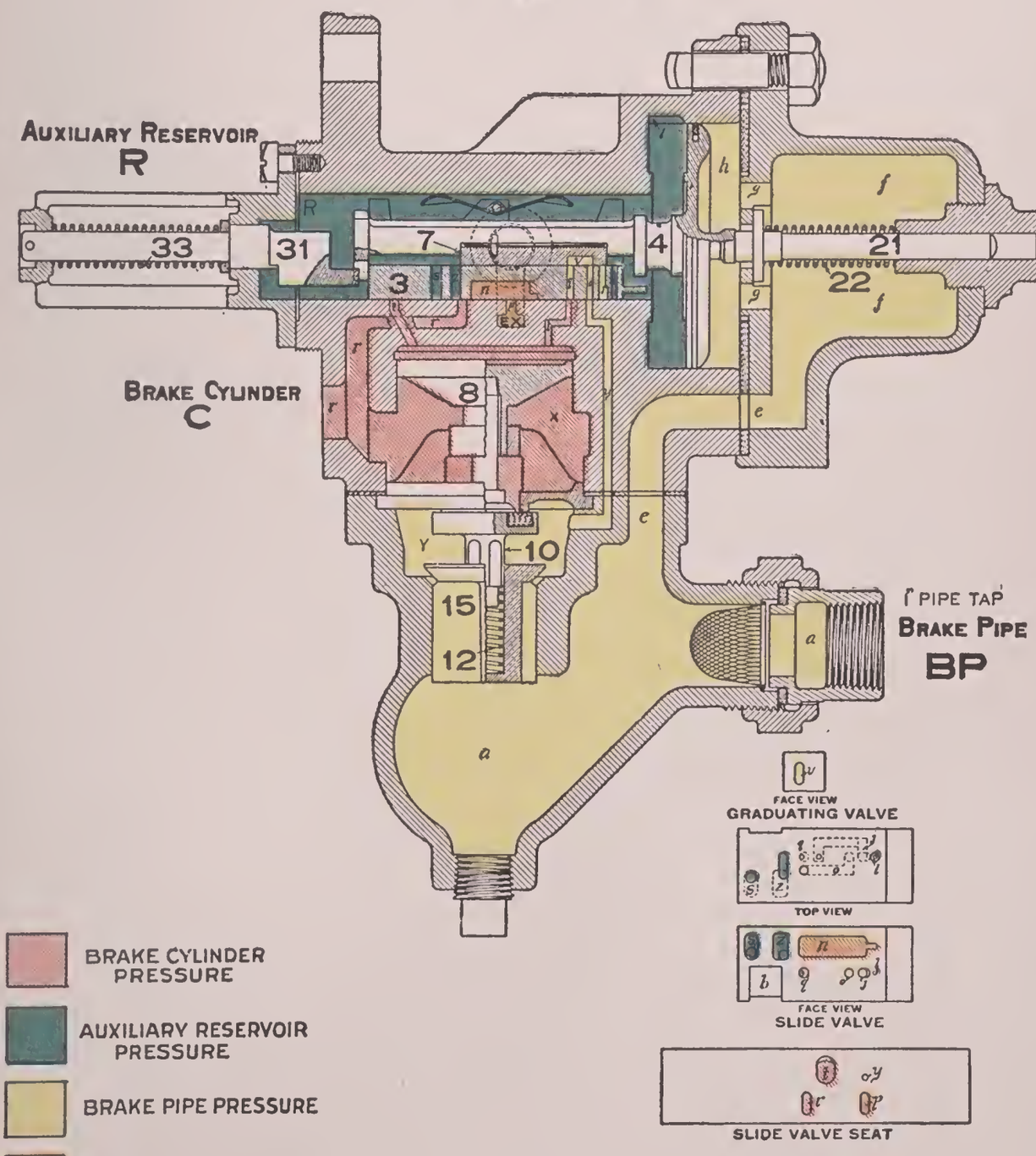
FIG. 1



WESTINGHOUSE TYPE K FREIGHT TRIPLE VALVE

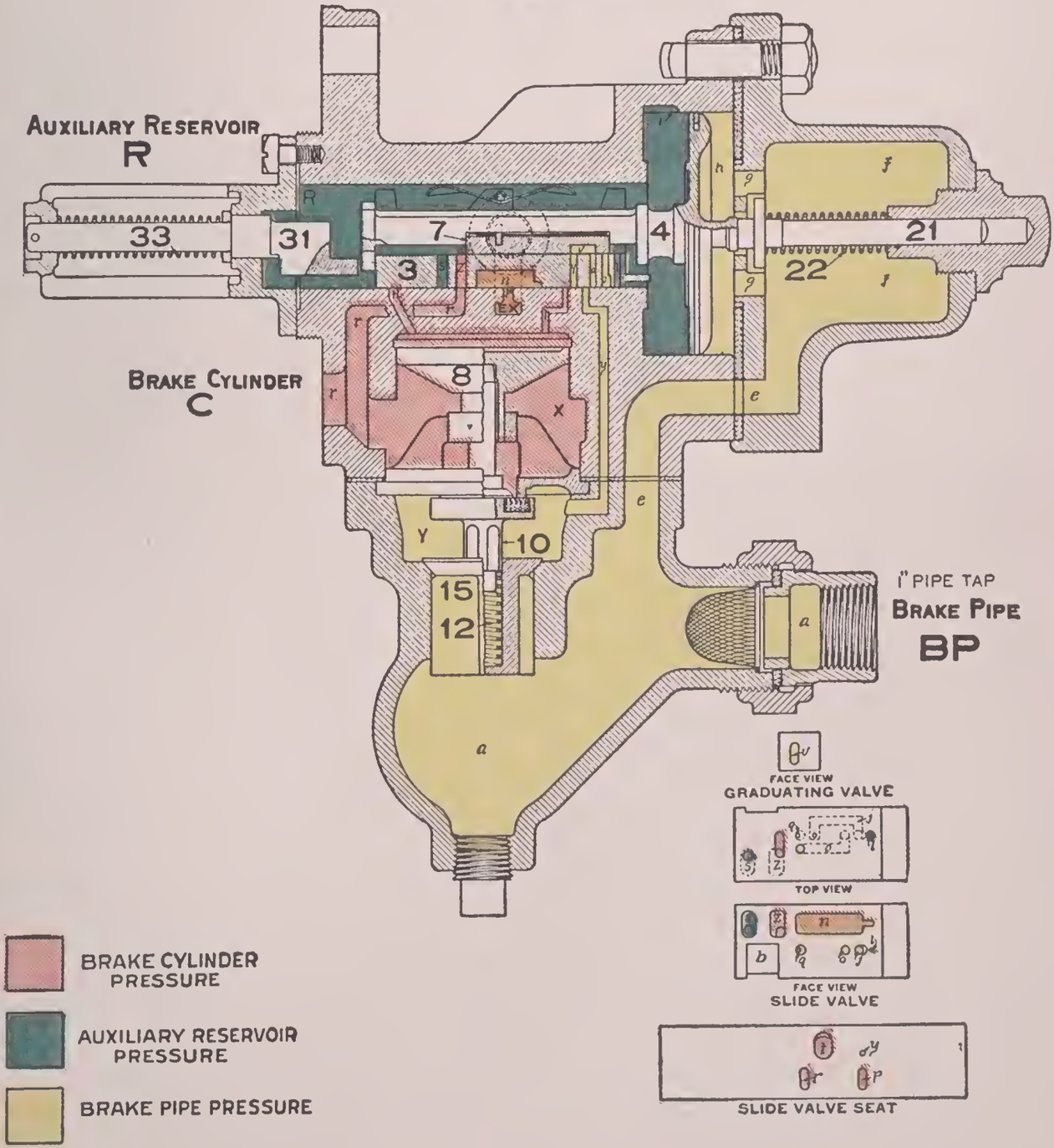
QUICK SERVICE POSITION

FIG. 2



FULL SERVICE POSITION

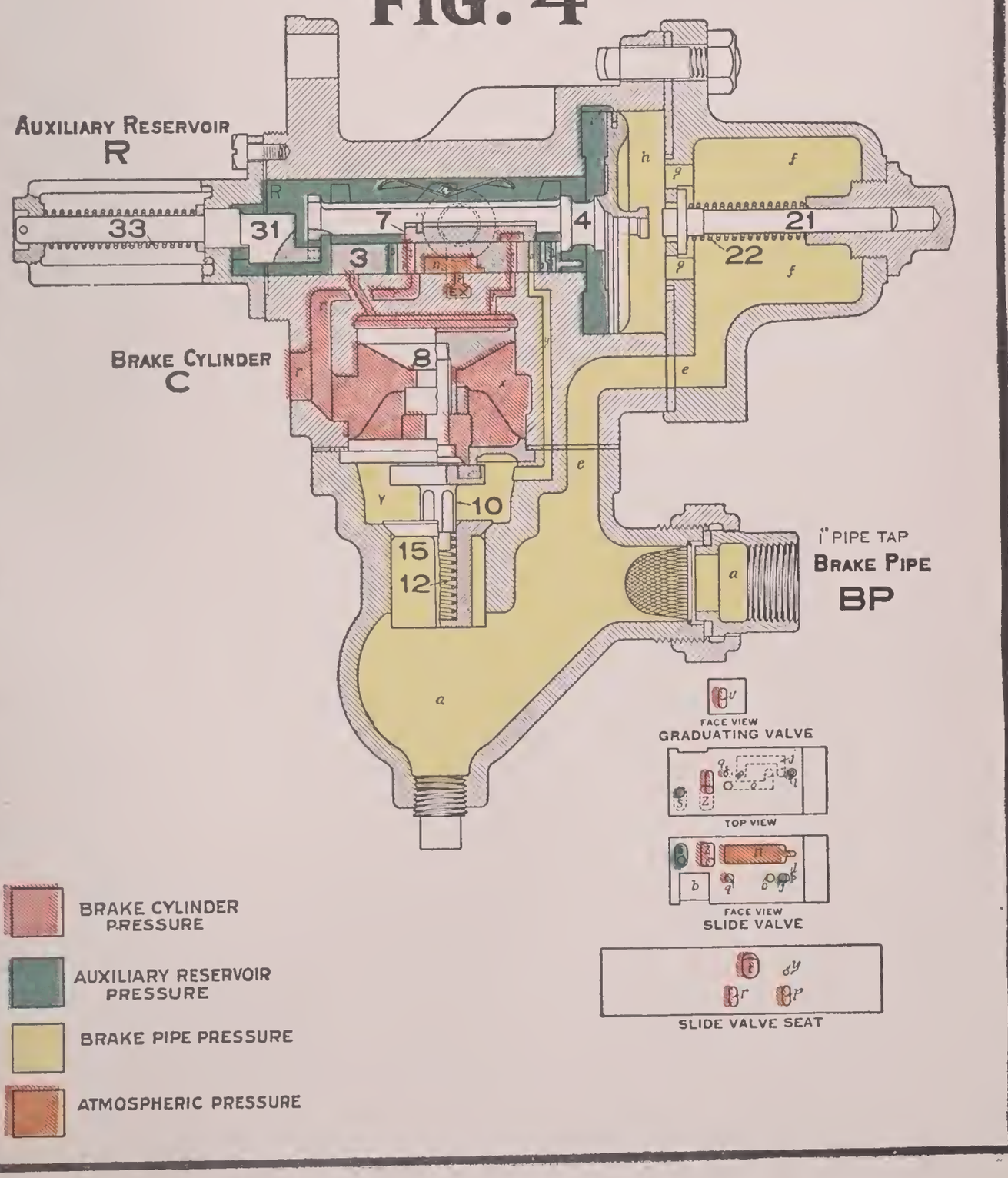
FIG. 3



WESTINGHOUSE TYPE K FREIGHT TRIPLE VALVE.

LAP POSITION.

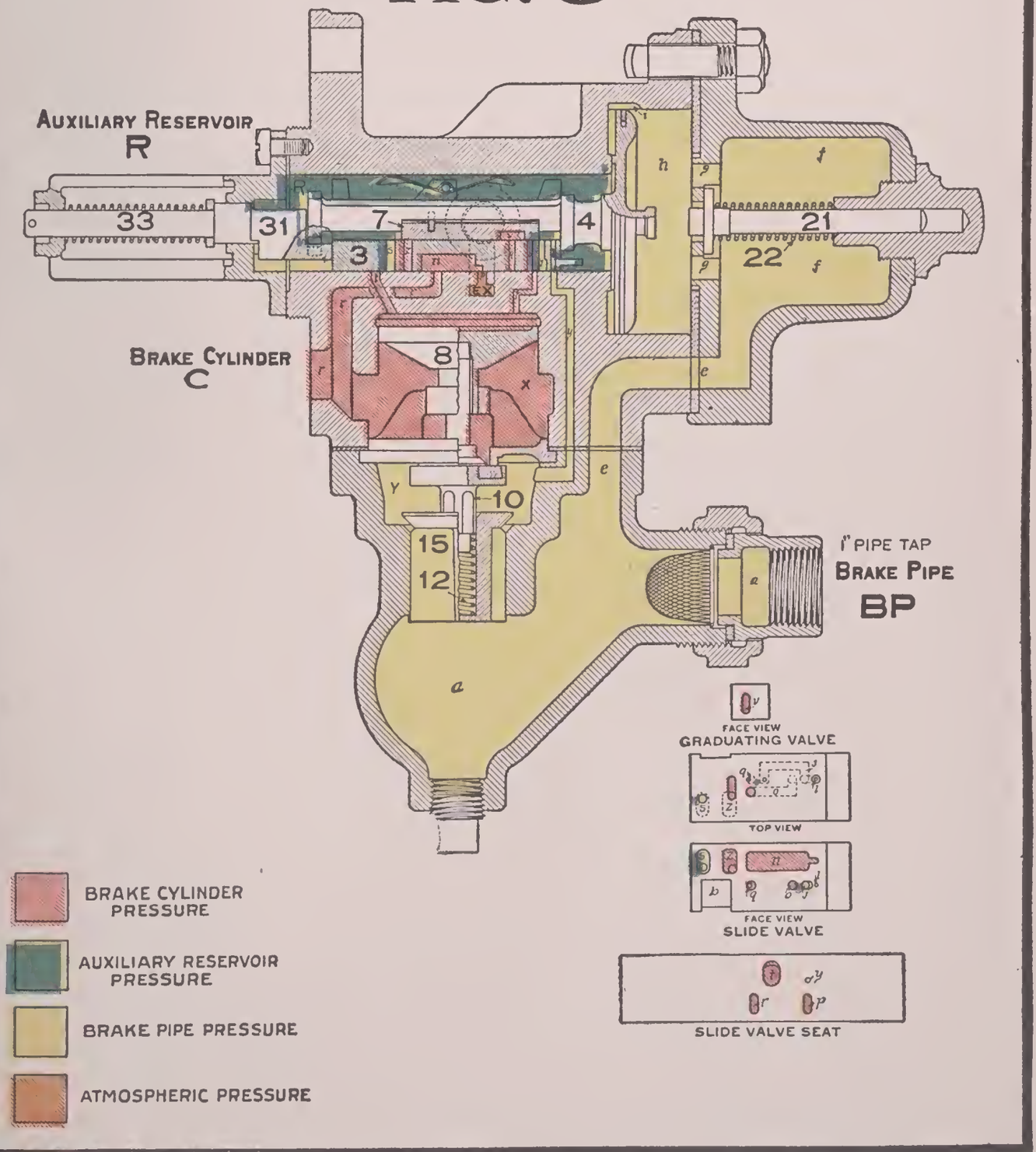
FIG. 4



WESTINGHOUSE TYPE K FREIGHT TRIPLE VALVE.

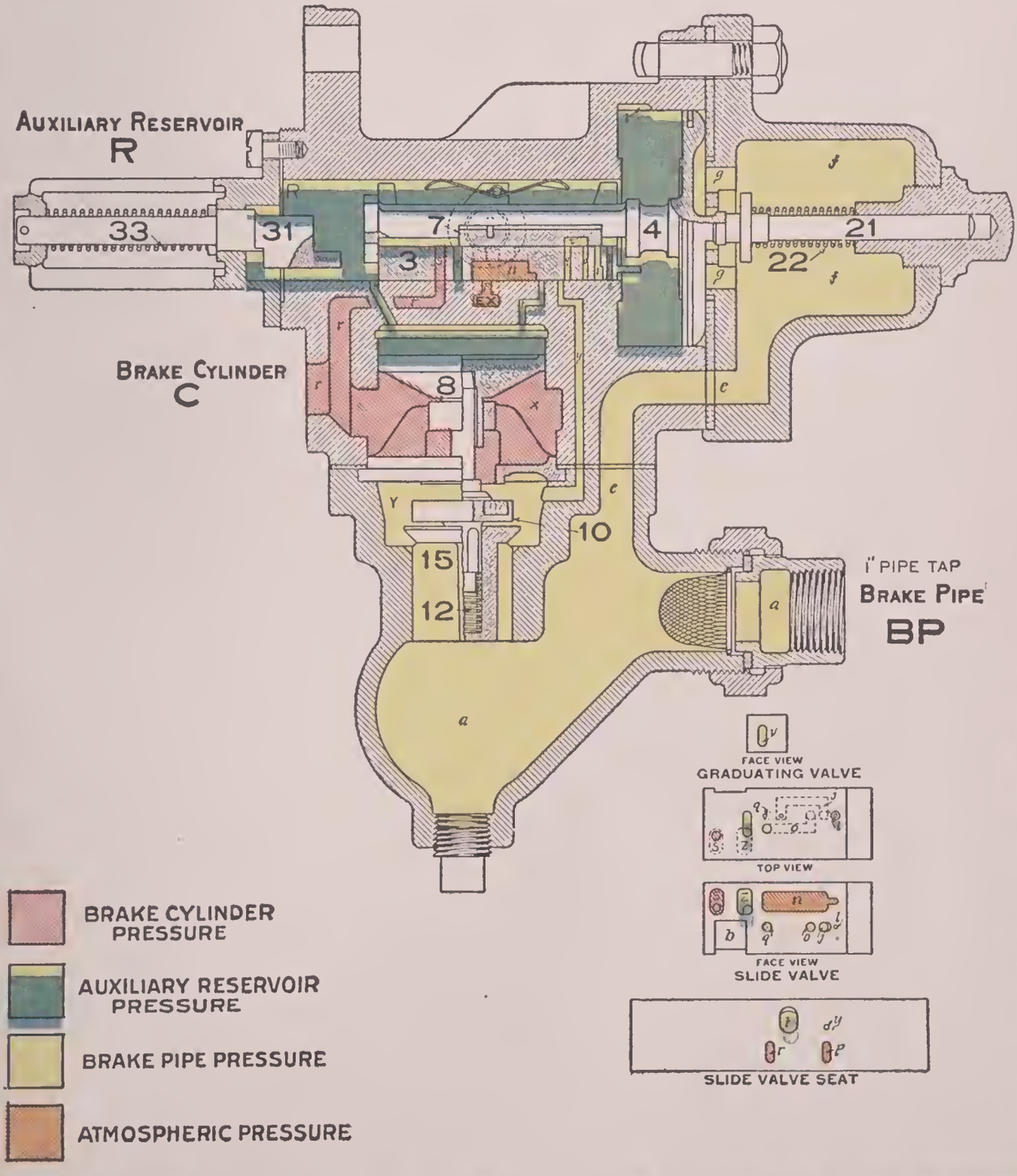
RETARDED RELEASE AND UNIFORM RECHARGING POSITION.

FIG. 5



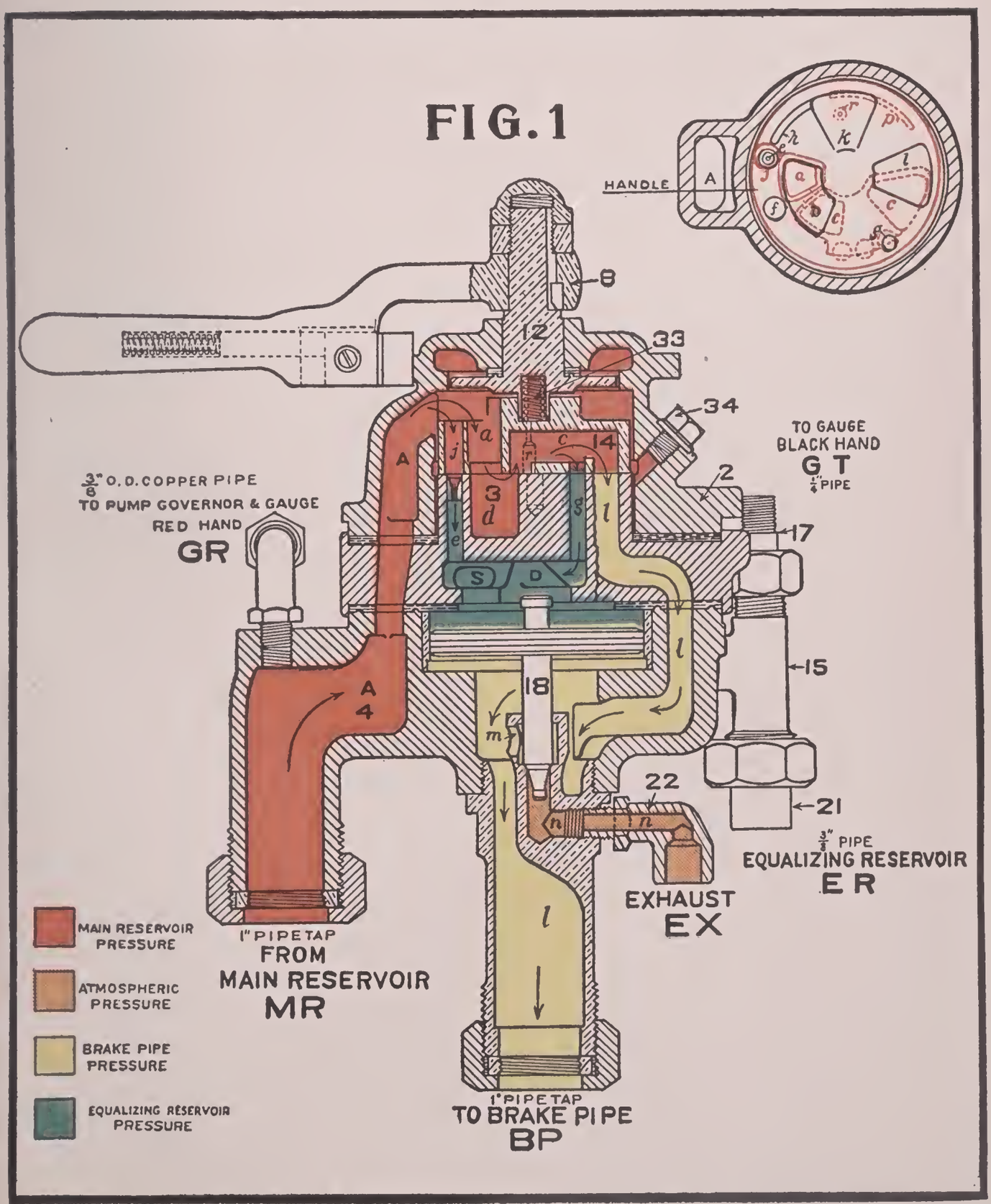
EMERGENCY POSITION

FIG. 6



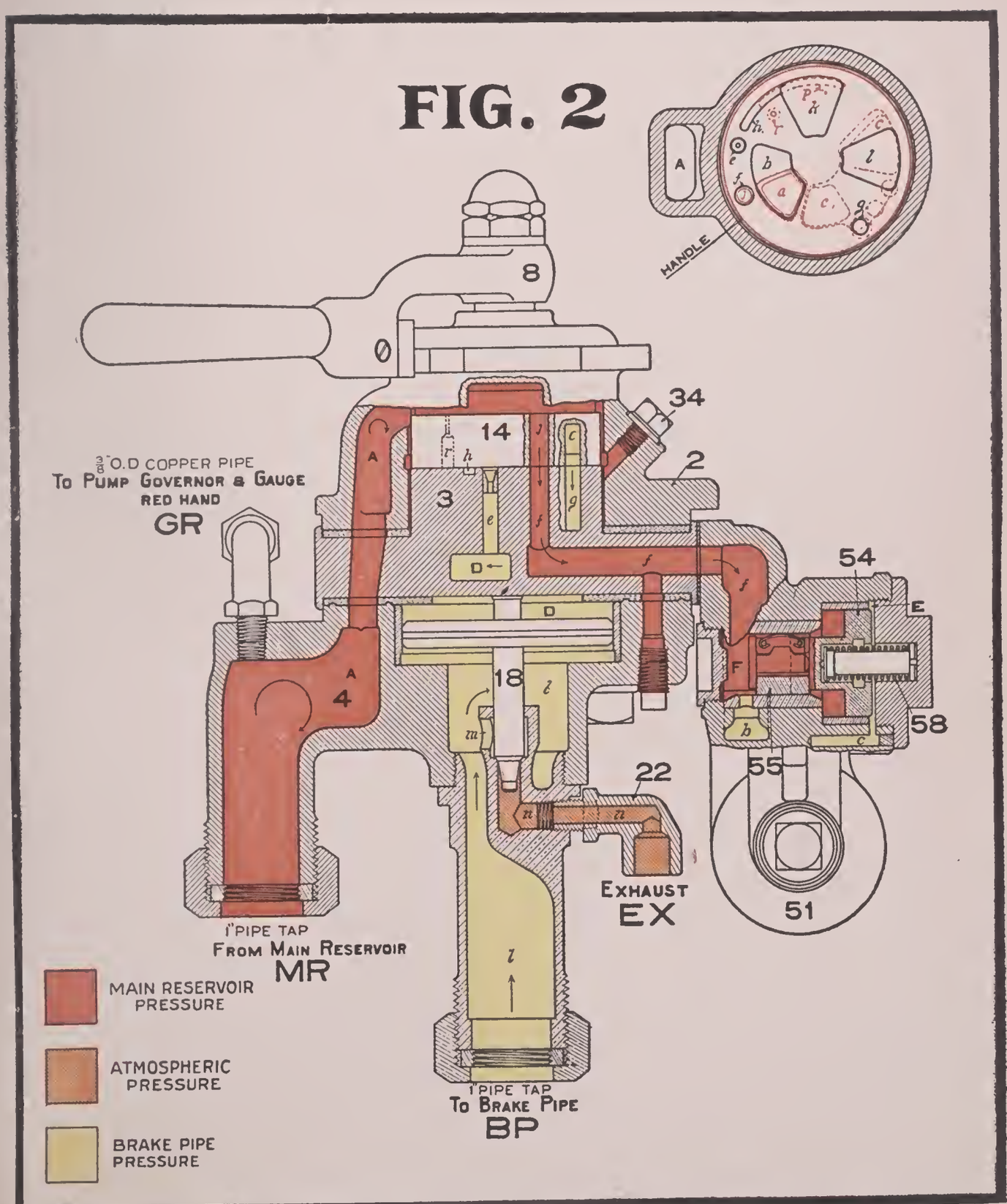
RELEASE POSITION.

FIG. 1



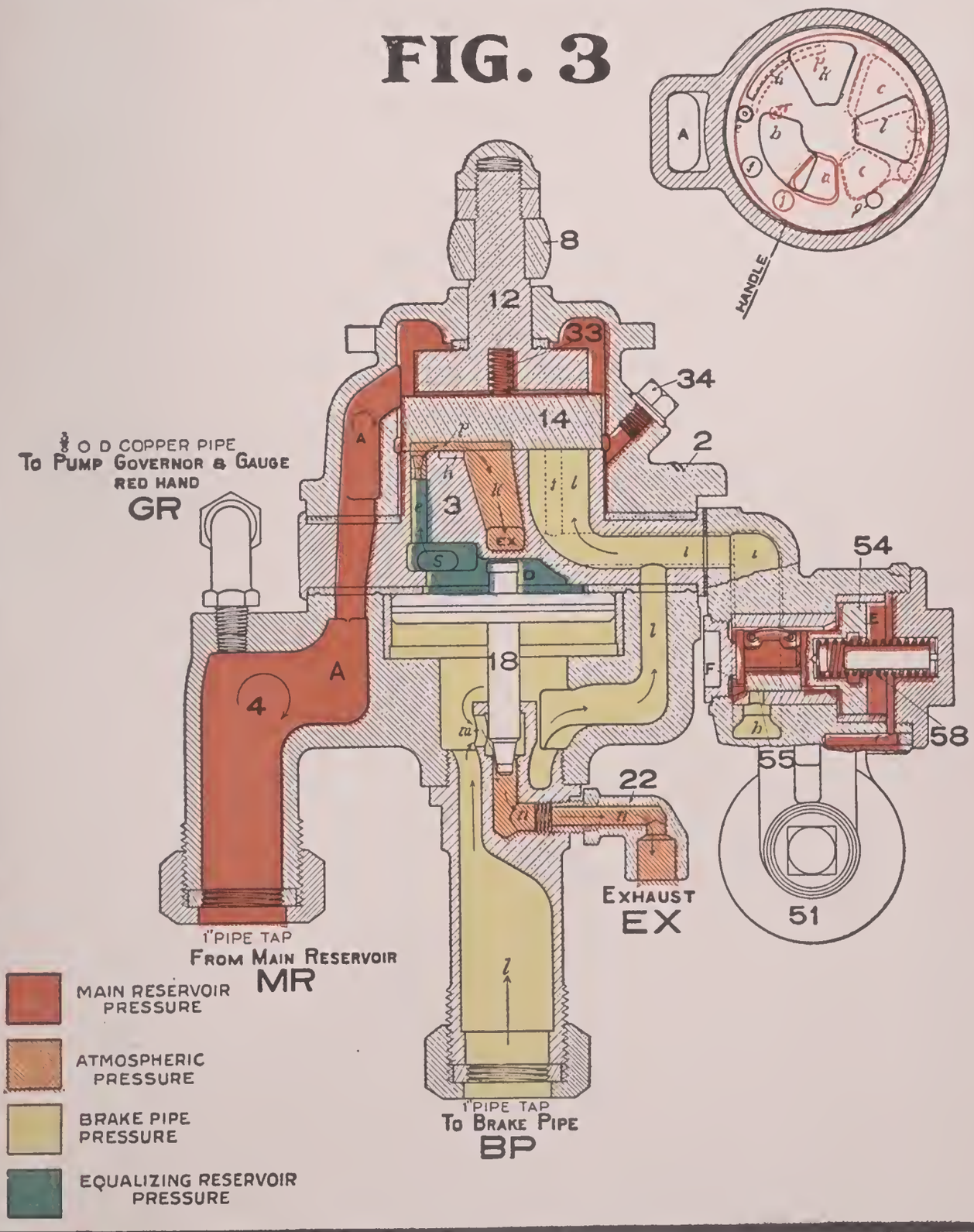
RUNNING POSITION.

FIG. 2



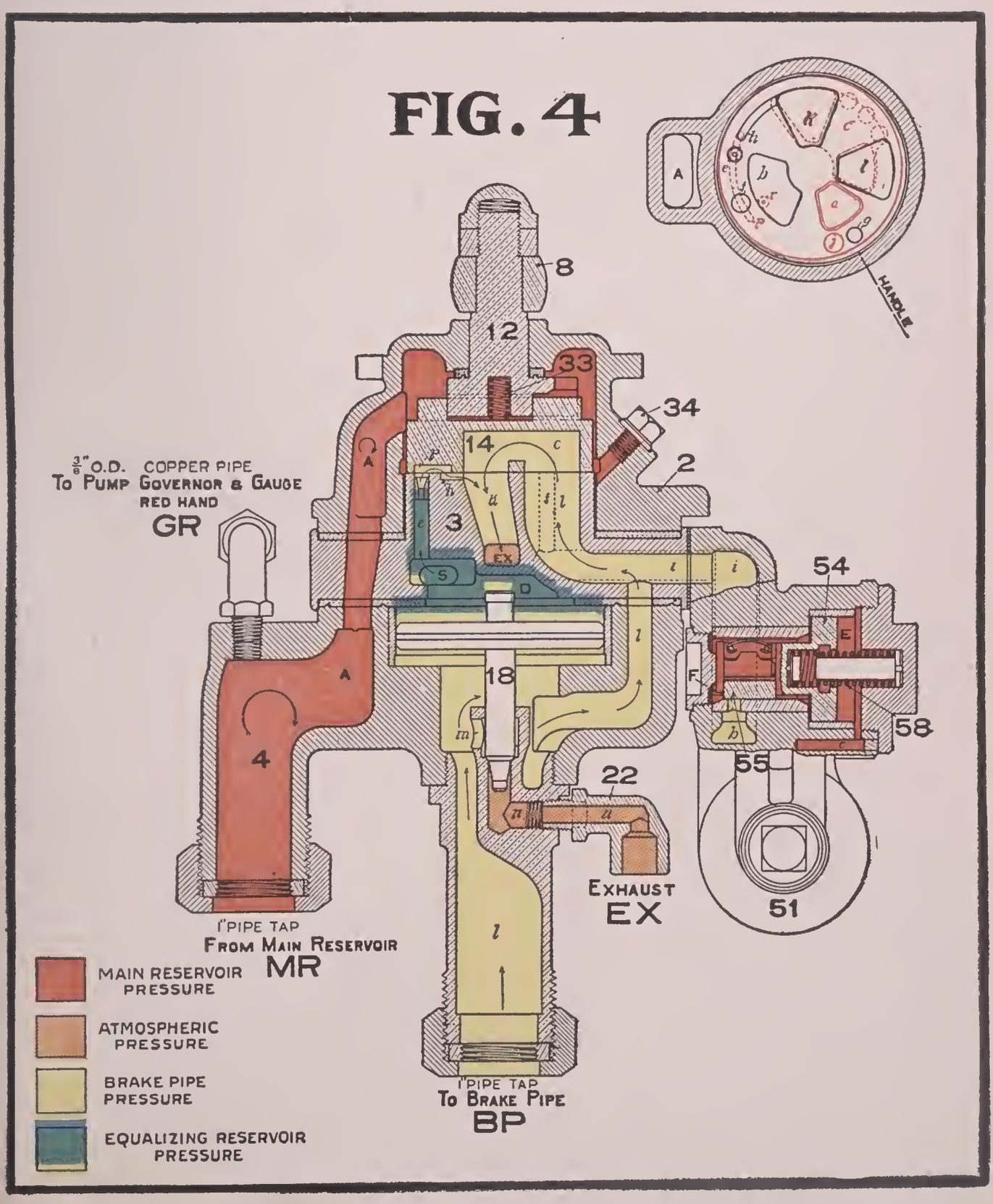
SERVICE APPLICATION POSITION

FIG. 3



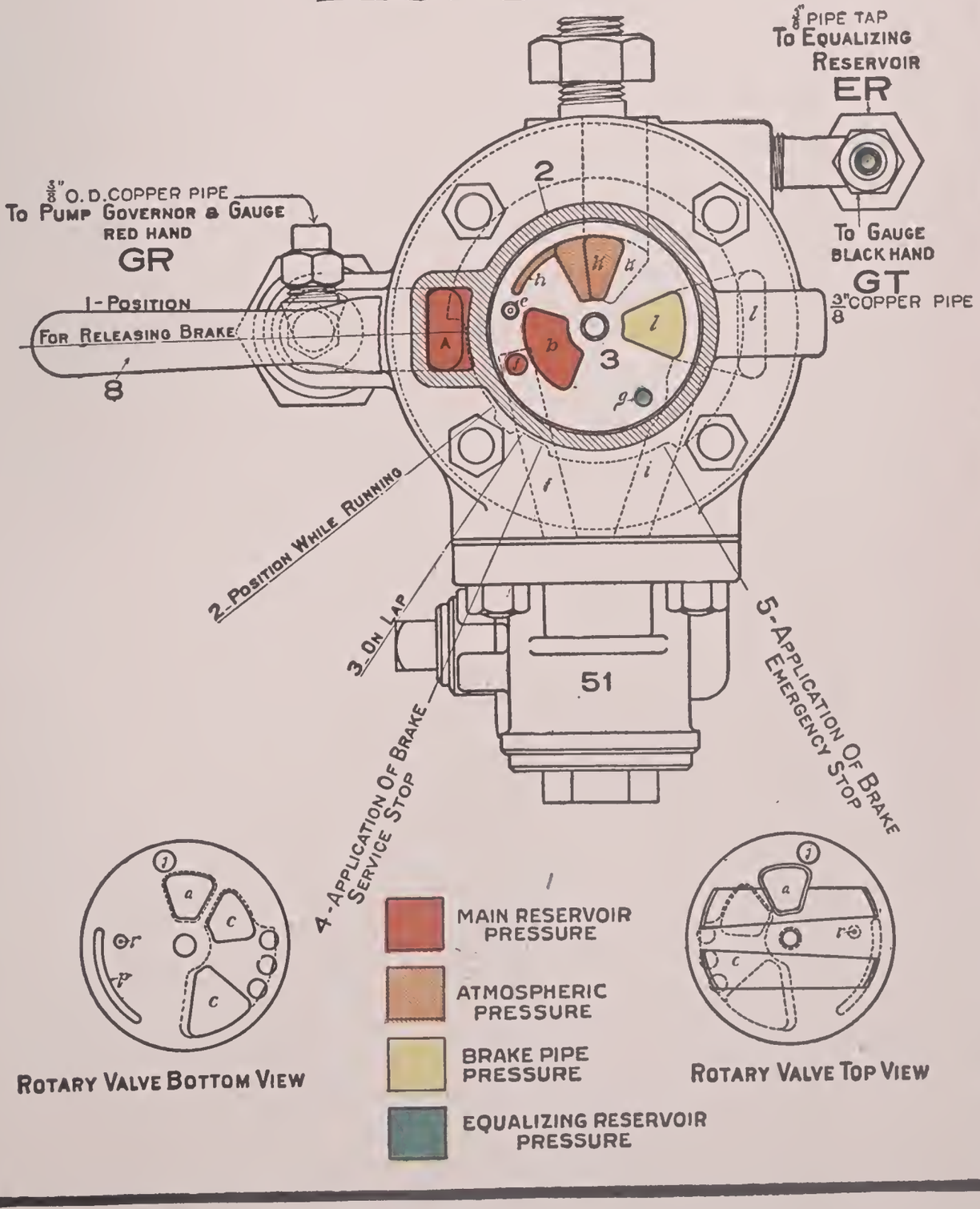
EMERGENCY POSITION

FIG. 4



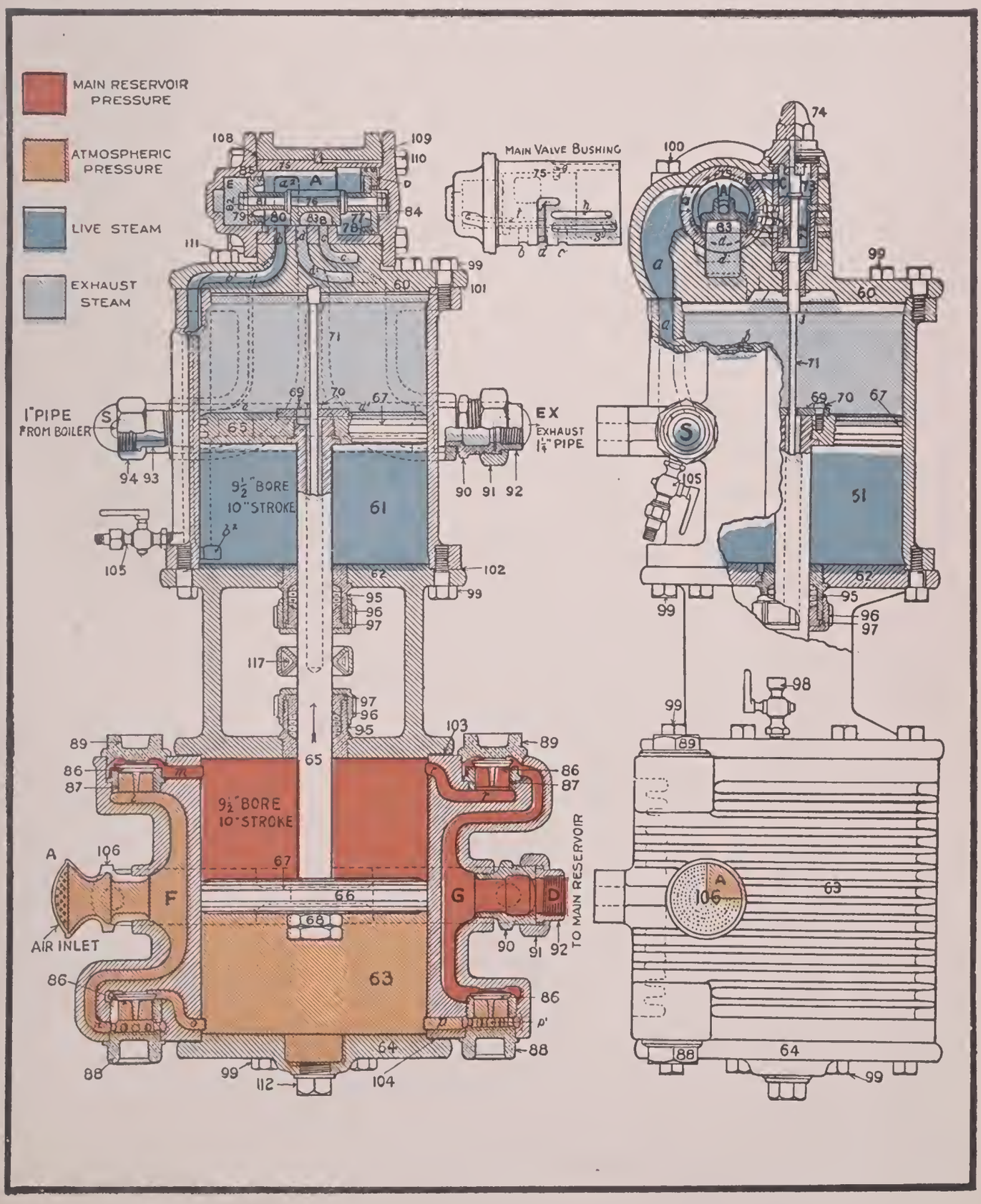
PLAN OF PORTS

FIG. 5



THE WESTINGHOUSE AIR BRAKE CO. 9½ INCH AIR PUMP

FIG. 1 GENERAL ARRANGEMENT



DIAGRAMS

FIG. 2
UP STROKE

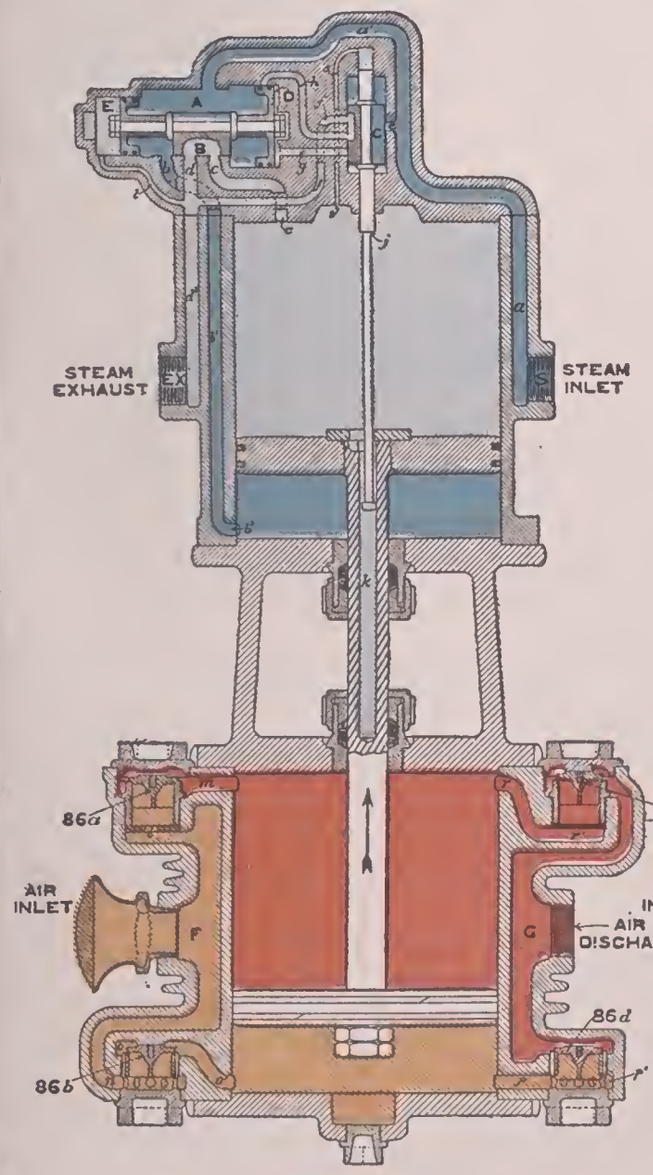
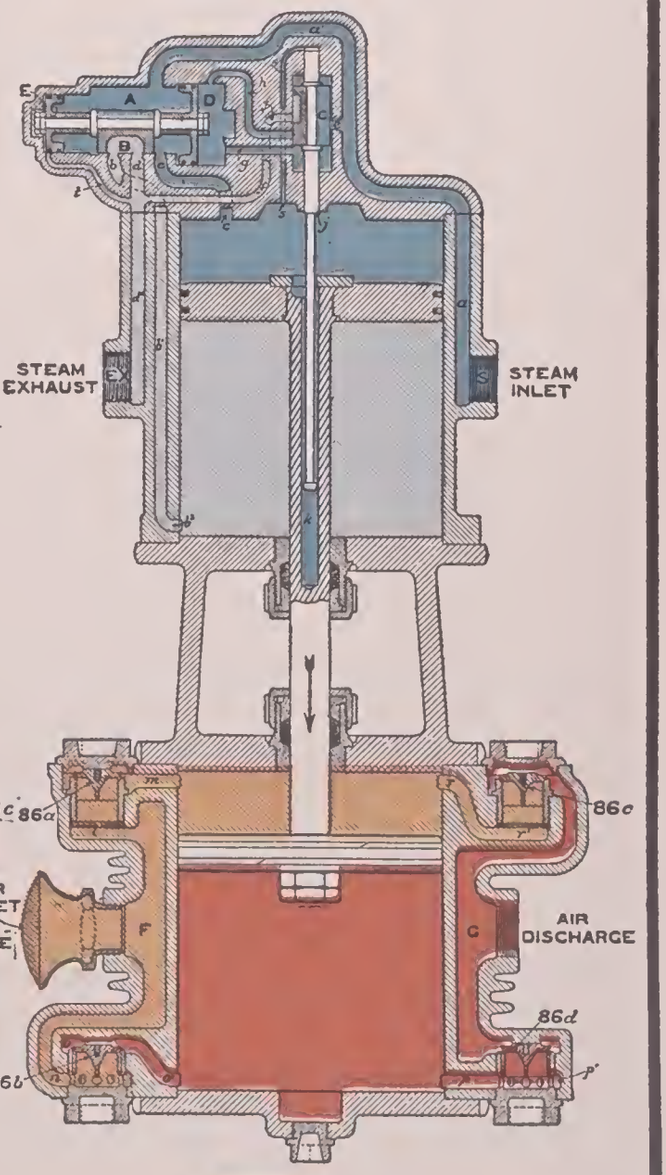


FIG. 3
DOWN STROKE



MAIN RESERVOIR PRESSURE

ATMOSPHERIC PRESSURE

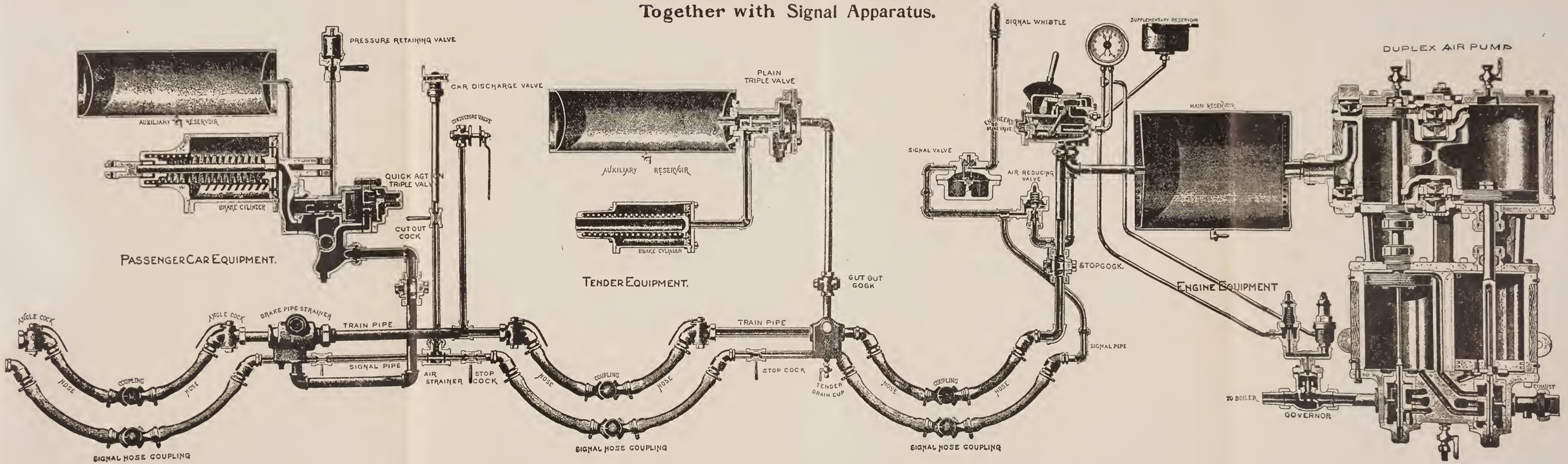
STEAM PRESSURE

STEAM EXHAUST

Plate 81A

The New York Quick-Action Automatic Air Brake.

Together with Signal Apparatus.



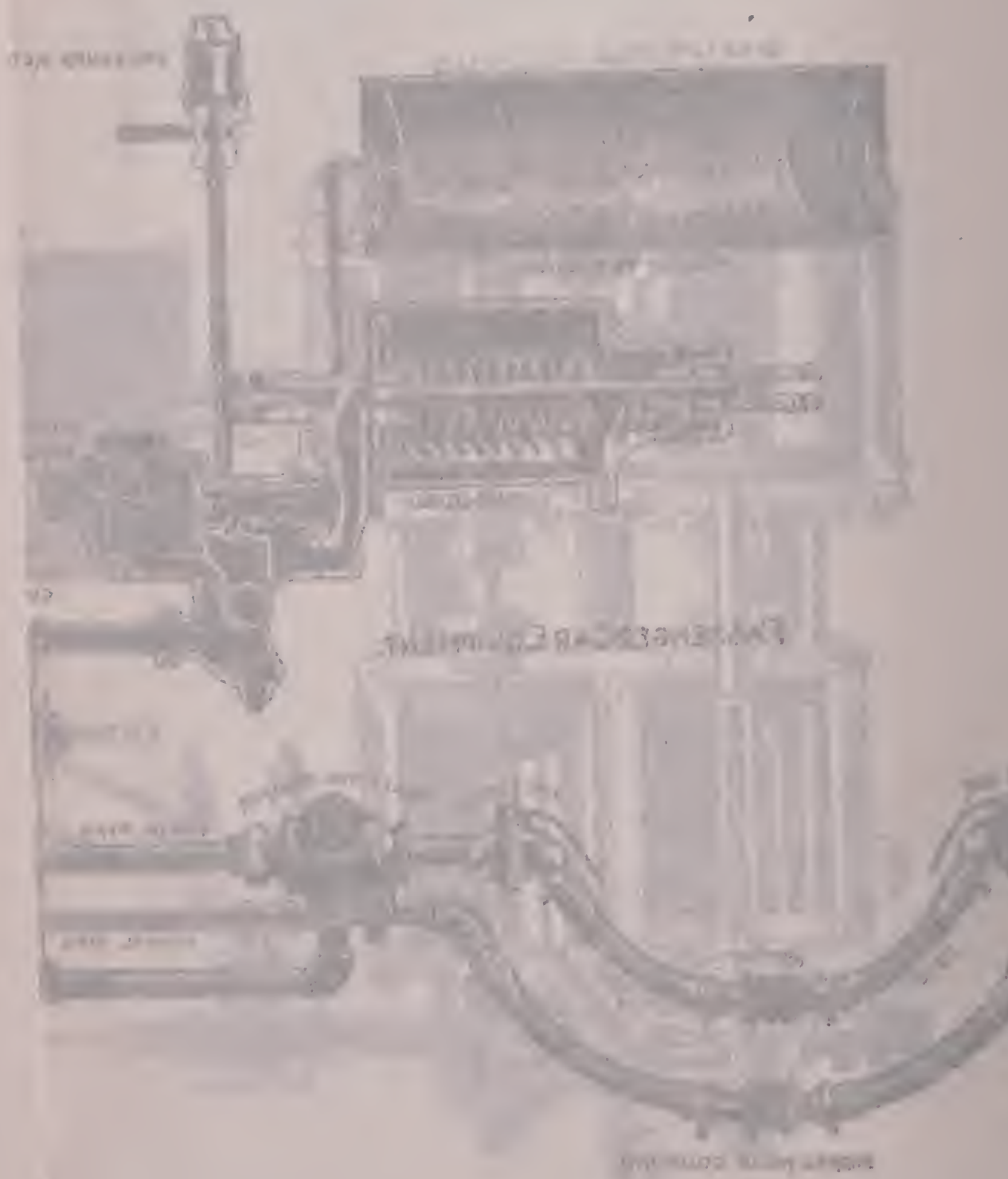
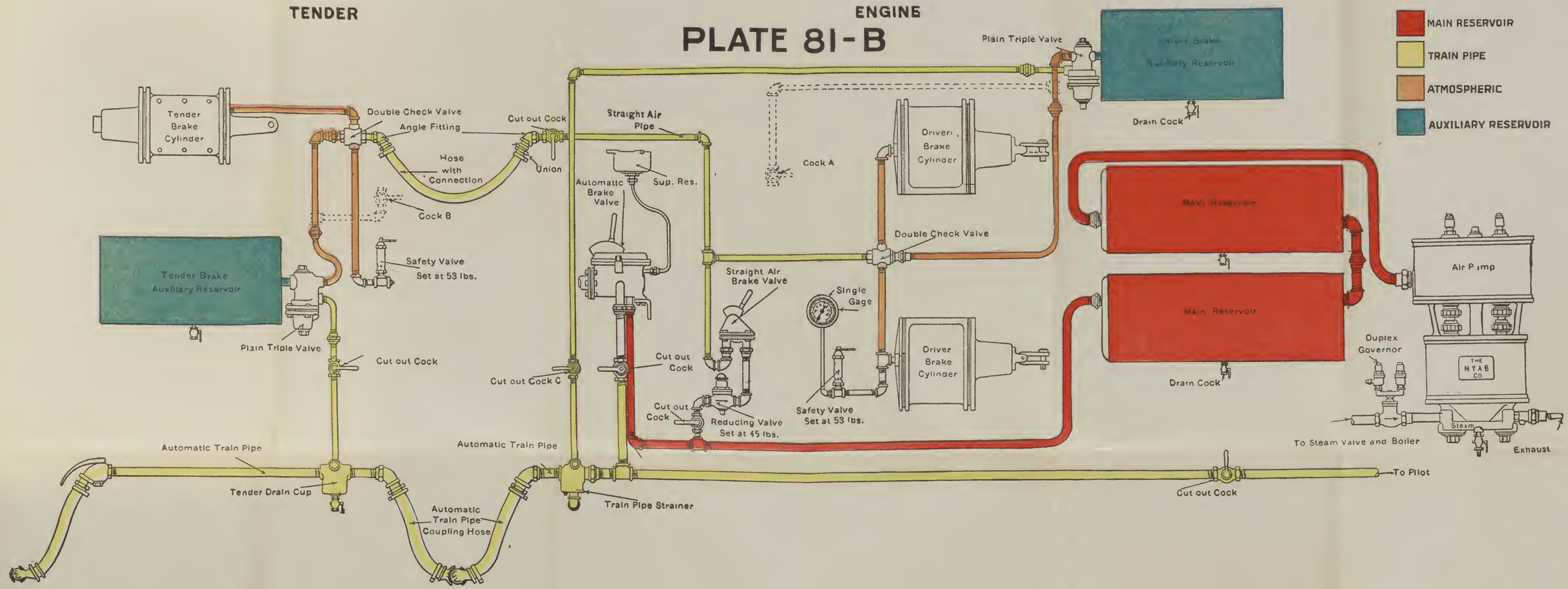


PLATE 81-B


TENDER
ENGINE
MAIN RESERVOIR
TRAIN PIPE
ATMOSPHERIC
AUXILIARY RESERVOIR
Tender Brake Cylinder
Double Check Valve
Angle Fitting
Cut out Cock
Straight Air Pipe
Hose with Connection
Union
Cock A
Cock B
Automatic Brake Valve
Sup. Res.
Driver Brake Cylinder
Plain Triple Valve
Driver Brake Auxiliary Reservoir
Drain Cock
Safety Valve Set at 53 lbs.
Tender Brake Auxiliary Reservoir
Straight Air Brake Valve
Single Gage
Double Check Valve
Main Reservoir
Air Pump
Plain Triple Valve
Cut out Cock
Cut out Cock C
Cut out Cock
Reducing Valve Set at 45 lbs.
Safety Valve Set at 53 lbs.
Driver Brake Cylinder
Duplex Governor
THE NYAB CO
Steam
To Steam Valve and Boiler
Exhaust
Automatic Train Pipe
Tender Drain Cup
Automatic Train Pipe
Automatic Train Pipe Coupling Hose
Train Pipe Strainer
Cut out Cock
To Pilot

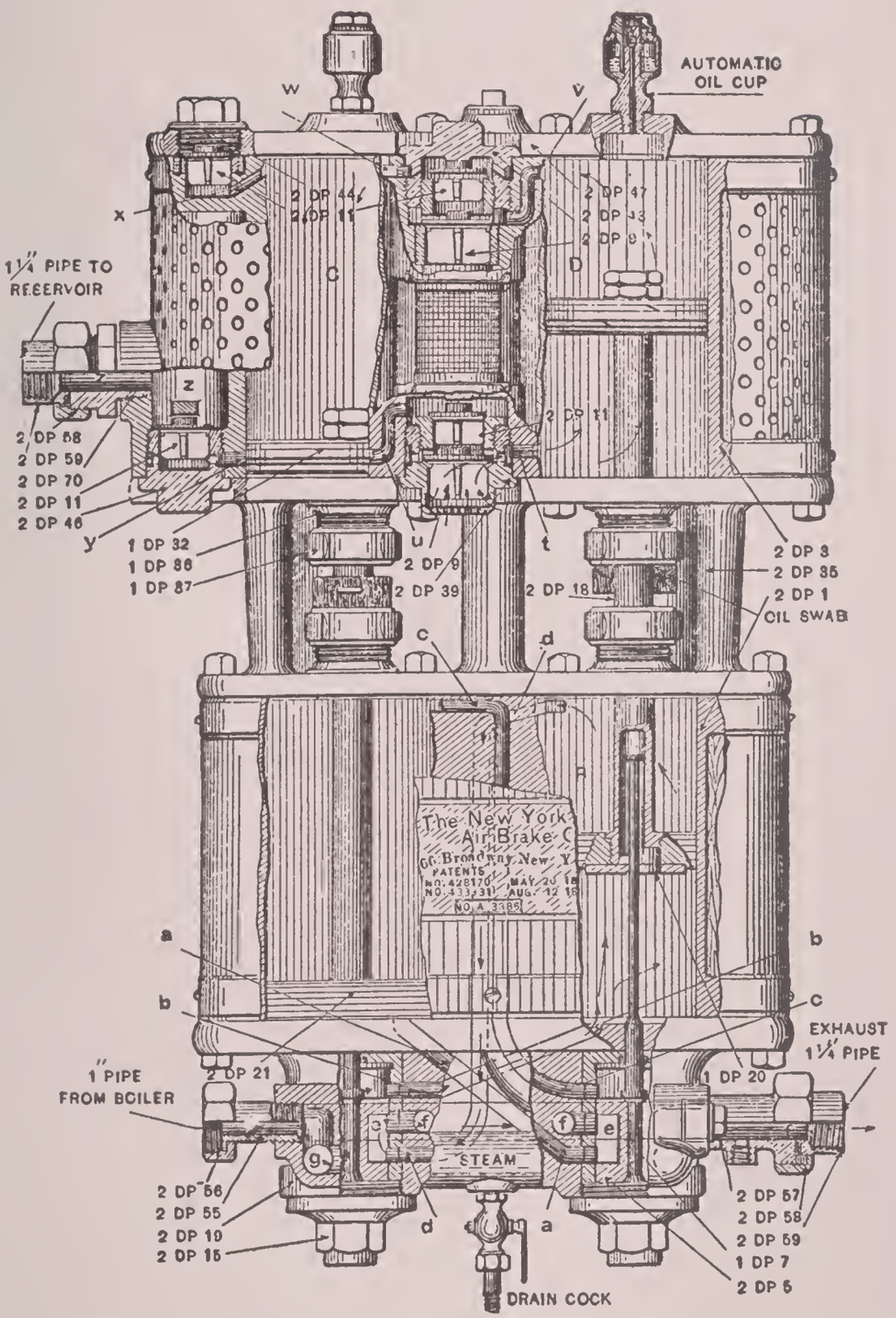


PLATE 82—FIG. 2. NEW YORK DUPLEX AIR PUMP, LOW PRESSURE PISTON ON THE UP STROKE.

cavity by the left-hand slide-valve, so the right-hand piston is held up by the steam which is confined under it, but as soon as the left-hand piston reaches the end of its up stroke the reversing-rod is pulled up by the reversing-rod plate, thereby connecting port b with port F, by way of cavity E in the slide-valve, so that the steam can exhaust from the under side of the right-hand piston, and at the same time live steam from the left-hand slide-valve chamber passes through port d to the top of the right-hand piston, which forces it down, and when it reaches the end of its own stroke it reverses the slide-valve, thereby exhausting the steam from the under side of the left piston, and at the same time lets live steam get on the top side of that piston which forces it down, so that both pistons have now made a full stroke up and down.

This valve arrangement is certainly very simple and very effective. There are no packing rings to contend with in the reversing-valve arrangement, and if too much oil is not allowed to get into the slide-valve chambers there will be very little trouble result from this mechanism. If too much oil is allowed to get into the slide-valve chamber it will naturally cause the valve to be forced off its seat, and thereby disarrange the port connections.

The drain cock should always be left open when the pump is not working, and should always be opened before starting the pump in order to let the condensation pass away.

The air end of the New York pumps, except the No. 6 and No. 5, contains six air valves; two of them are ordinary receiving valves; two are intermediate valves and two are ordinary discharge valves. On the No 1 and No. 2 pump the receiving valves and intermediate

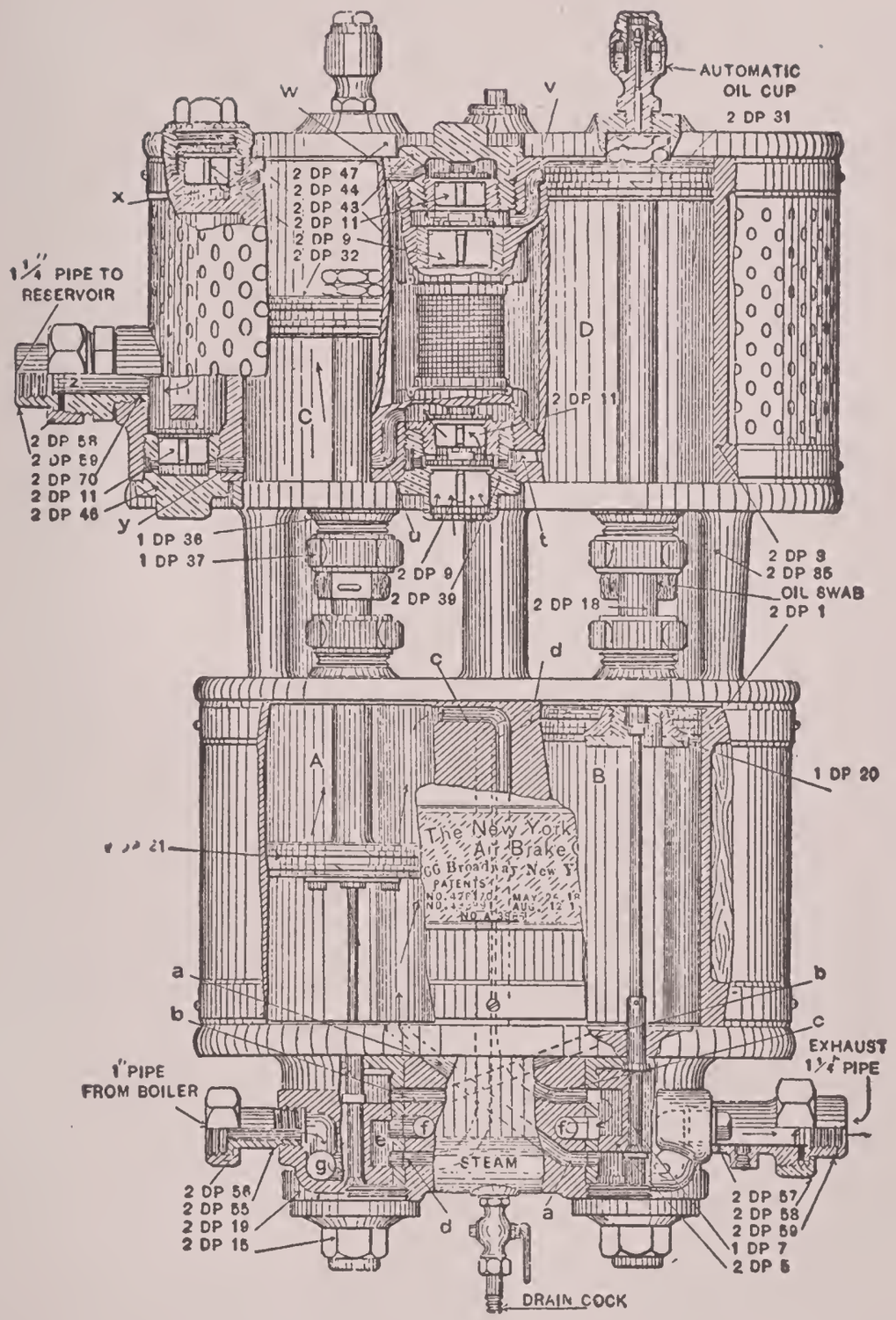


PLATE 83.—FIG. 3. NEW YORK DUPLEX PUMP, UP-STROKE, HIGH PRESSURE PISTON.

valves are located between the two cylinders, as shown in Plate 81 and the two discharge valves are located on the left side of the pump, above and below the pipe leading to the main reservoir, but the air valves on the No. 6 and No. 5 are arranged a little different, as will be explained further on, and are eight in number, instead of six as in the other pumps. (See Plate 86, Fig. 6.)

The reason the intermediate valves are so called is because of the fact that the low pressure cylinder discharges its air into the high pressure cylinder through these valves, and they are therefore intermediate between the low and high pressure air cylinders.

The action of the air valves in the No. 1 and No. 2 pump is as follows: As the low pressure piston starts on its upward stroke a partial vacuum is created on the under side of it and atmospheric pressure forces the bottom receiving valve up (this valve is marked 9) and allows the low pressure cylinder to receive a charge of atmospheric pressure, and as this piston does not move again until the piston in the high pressure cylinder makes its stroke, you will at once see that when the piston of the high pressure cylinder moves up, and creates a partial vacuum, the bottom receiving valve and also the bottom intermediate valve (marked No. 11) are both forced off their seats by atmospheric pressure rushing into the high pressure cylinder, and when the atmosphere has equalized in both cylinders then both valves drop to their seats. As the low pressure piston starts down, as shown in Fig. 4 on Plate 84, the lower intermediate valve (11) is forced from its seat so that the compressed air in cylinder D passes into cylinder C, which was previously charged with atmospheric pressure, so that the cylinder C now contains three measures of air, for the reason that cylinder D is twice the size of the high pressure cylinder C,

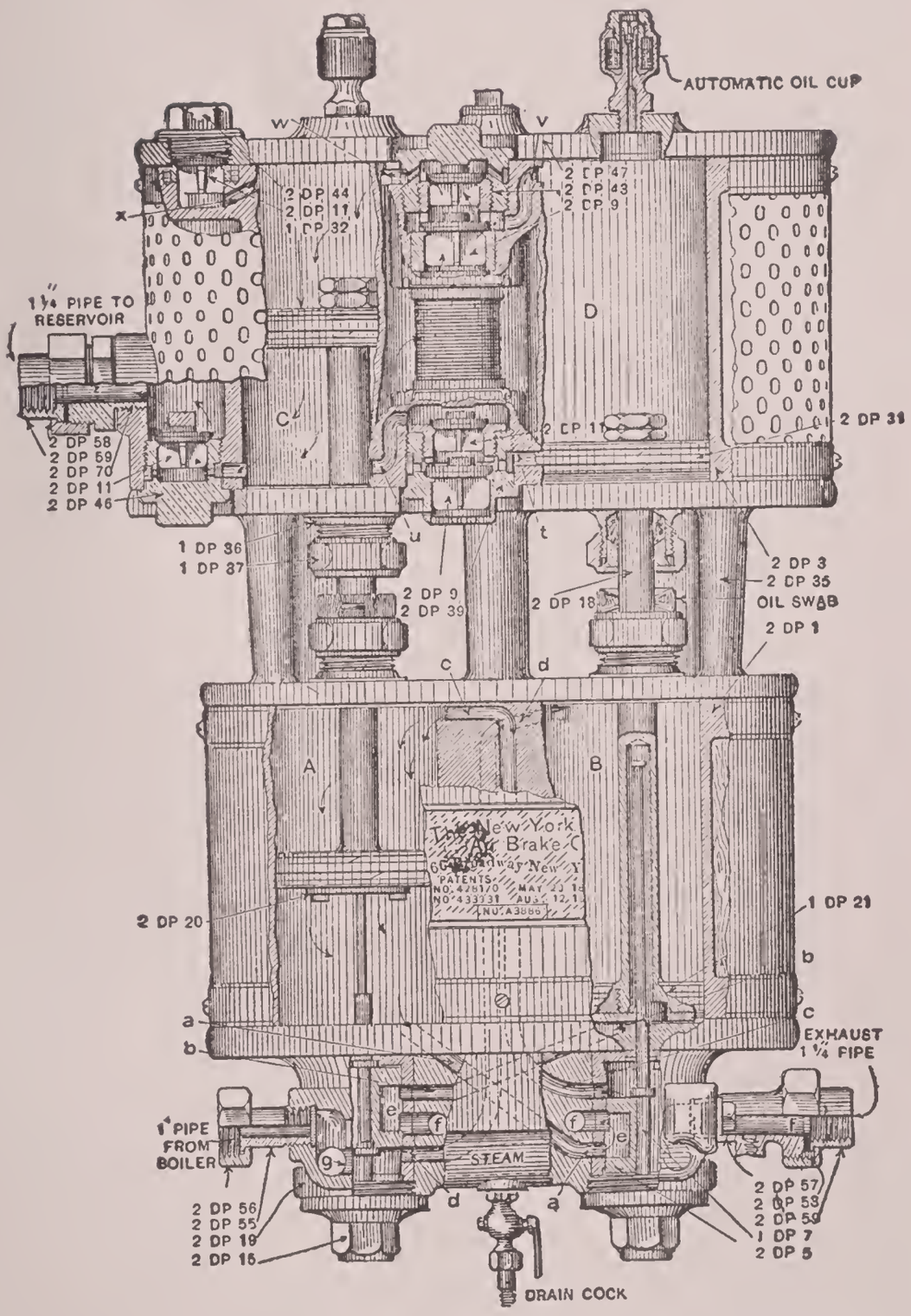


PLATE 84—FIG. 4. NEW YORK DUPLEX PUMP, DOWN-STROKE, LOW PRESSURE PISTON.

While the low pressure piston is moving down the top receiving valve (9) is forced from its seat by atmospheric pressure rushing into cylinder D.

When the high pressure piston starts down, a partial vacuum is created in the high pressure cylinder and atmospheric pressure forces the top receiving-valve and top intermediate valve from their seats, and when the pressure in both cylinders has equalized these valves drop to their seats the same as did the bottom valves. Now as the low pressure piston starts up, the air on the top side of it is compressed, which causes the top receiving-valve to be held to its seat while the top intermediate valve is forced from its seat and the air from cylinder D is forced into cylinder C, as shown in Fig. 2, Plate 82.

From the above description it is seen that the high-pressure cylinder at every stroke of its piston discharges into the main reservoir, through either the top or bottom discharge valve, three full measures of air, one received from the atmosphere direct and a double-sized one from the low pressure cylinder, so that this pump is not only duplex but it is also a compound pump.

Referring to the No. 5 duplex pump, Fig. 6, Plate 86, you will notice that there is an air inlet shown on both the right and left-hand side, the same as the No. 6 pump, and these are shown in Fig. 6. One air inlet is for the low pressure cylinder and one for the high pressure cylinder. The intermediate valves in the No. 5 and No. 6 pumps are located the same as in the No. 1 and No. 2, but the No. 5 and No. 6 pumps have a separate set of receiving valves as shown in Fig. 6. Fig. 6 plan view b, is the only way in which both air inlets can be seen together.

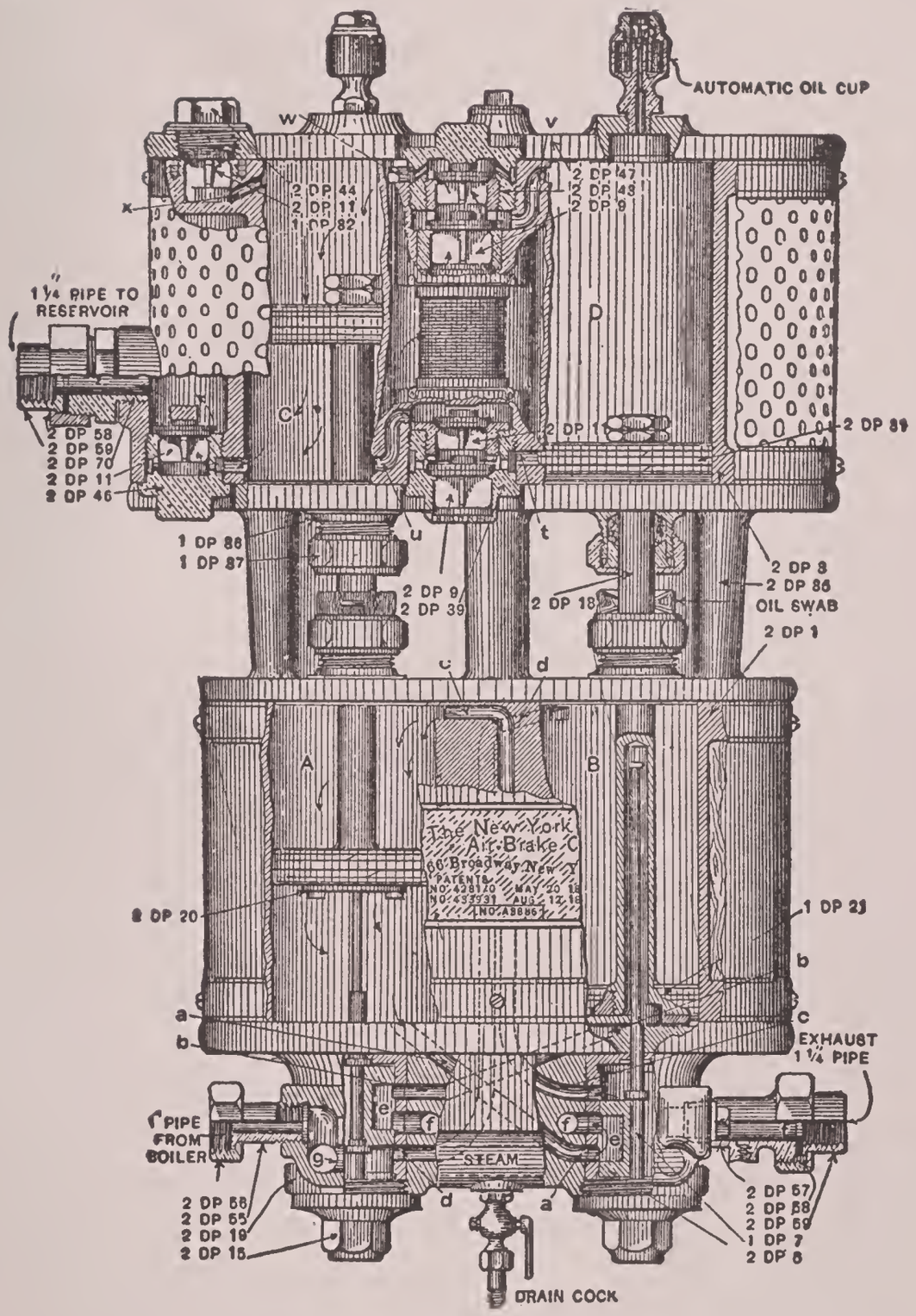
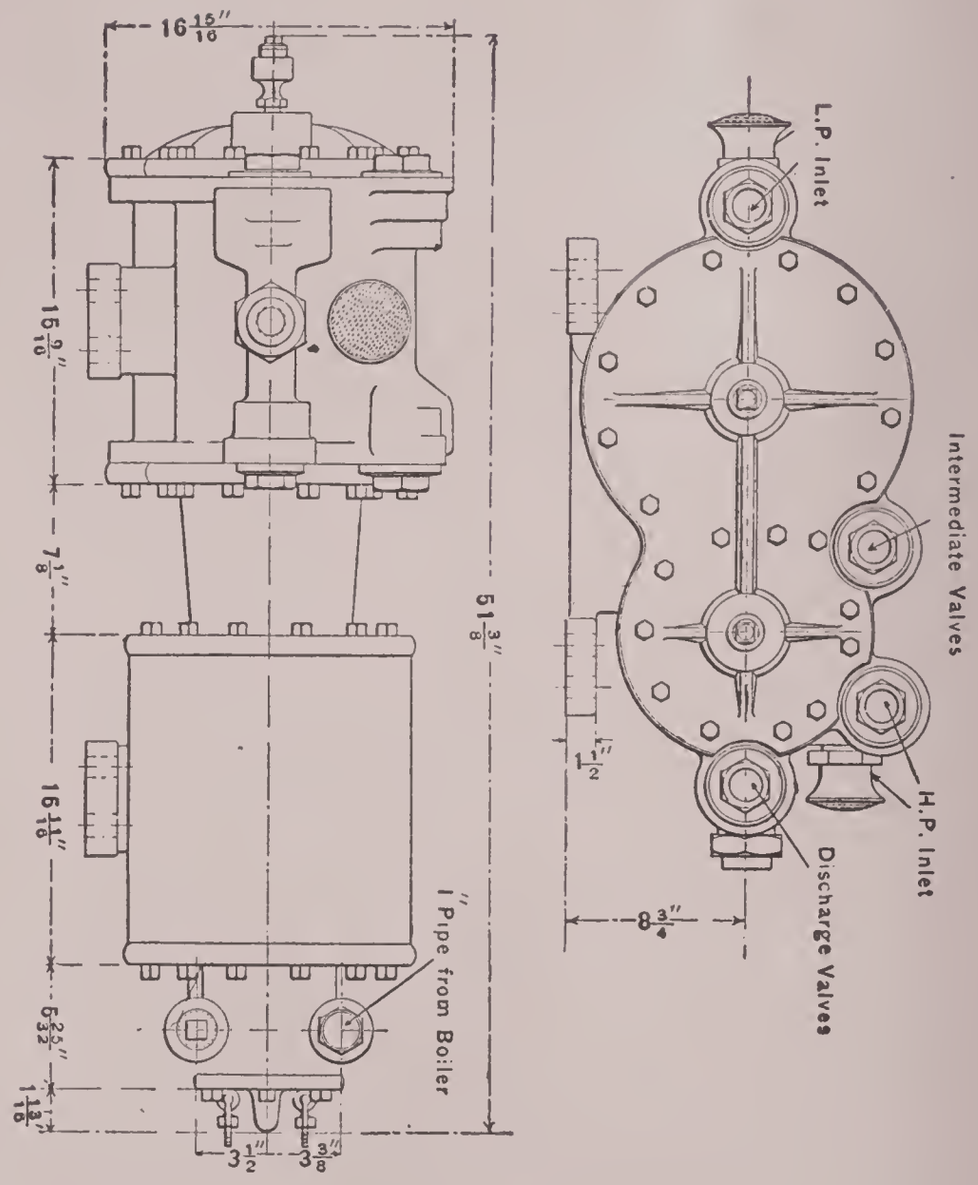


PLATE 85.—FIG. 5. NEW YORK DUPLEX PUMP, DOWN-STROKE, HIGH PRESSURE PISTON.



(*a*) End View.

(*b*) Plan View.

PLATE 86—FIG. 6. NEW YORK NO. 5 DUPLEX AIR PUMP.

The general instructions regarding oiling, speed, drainage, etc., apply to the New York pumps the same as they do to the Westinghouse pumps.

The illustration of the New York pump shown on Plate 84 shows the automatic oil cup. This is a very simple device, as the method by which the oil is passed into the air cylinder is very much after the same manner in which the air passed into the pump cylinder.

The Westinghouse Automatic oil cup consists of a brass body, in the main chamber of which the oil is contained, and extending through this chamber there is a regulating valve, the end of which is pointed so that if it is desired to increase or decrease the flow of oil the pin-valve can be moved up or down by means of a regulating nut, and kept in position by a small lock nut. In the body of the valve below the pin-valve there is a ball valve, and the operation of this automatic oil cup is as follows: As there is a small port in the cap nut, atmospheric pressure is always admitted to the top of the oil in the main oil chamber, consequently when the pump piston is moved down the partial vacuum in the pump cylinder causes the ball valve to be lifted off its seat so that the oil, which has previously passed from the main oil chamber around the point of the regulating valve into the passage controlled by the ball valve, is drawn into the pump in the form of a fine spray. When the piston makes its up stroke the compressed air holds the ball valve to its seat, thereby preventing the oil from being blown out of the oil cup chamber. This refers to the No. 1 oil cup.

The No. 2 Westinghouse oil cup consists merely of a brass body having a chamber in which the oil is contained, and, instead of having a ball valve and a regulating valve there is a small check valve to which is at-

tached a needle-rod of very small diameter, and which extends up through a small opening in the bottom of the oil chamber. On the under side of the check valve there is a spring, so that the operation of the No. 2 automatic oil cup is as follows: As the pump piston makes a down stroke the partial vacuum in the pump cylinder causes the check valve to be unseated, thereby allowing the oil to be drawn from the oil cup into the air cylinder of the pump. The up stroke of the piston causes the check valve to be held to its seat, thereby preventing the oil from being blown out of the cup.

In the body of both of these oil cups there are suitable heating chambers for the purpose of allowing the warm compressed air to surround the oil chamber, and thereby keep the oil in a liquid state.

The New York automatic oil cup is made in two styles, A and B. Style A consists of a brass body in which there is an oil chamber, and in the center of the body there is a regulating valve which can be moved up or down for the purpose of increasing or decreasing the amount of oil to be fed to the pump. The operation of this cup is as follows: When the piston in the air cylinder moves up, compressed air is forced through the oil to the top of it, so that when the pump piston makes a down stroke the partial vacuum in the cylinder combines with the compressed air on top of the oil and causes a small portion of oil to be drawn into the air cylinder of the pump and sprayed around the walls.

The New York style B automatic oil cup has no adjustable feed, but has a very small port through the body of the oil cup which permits a small amount of oil to be drawn into the air cylinder every time the piston makes a down stroke.

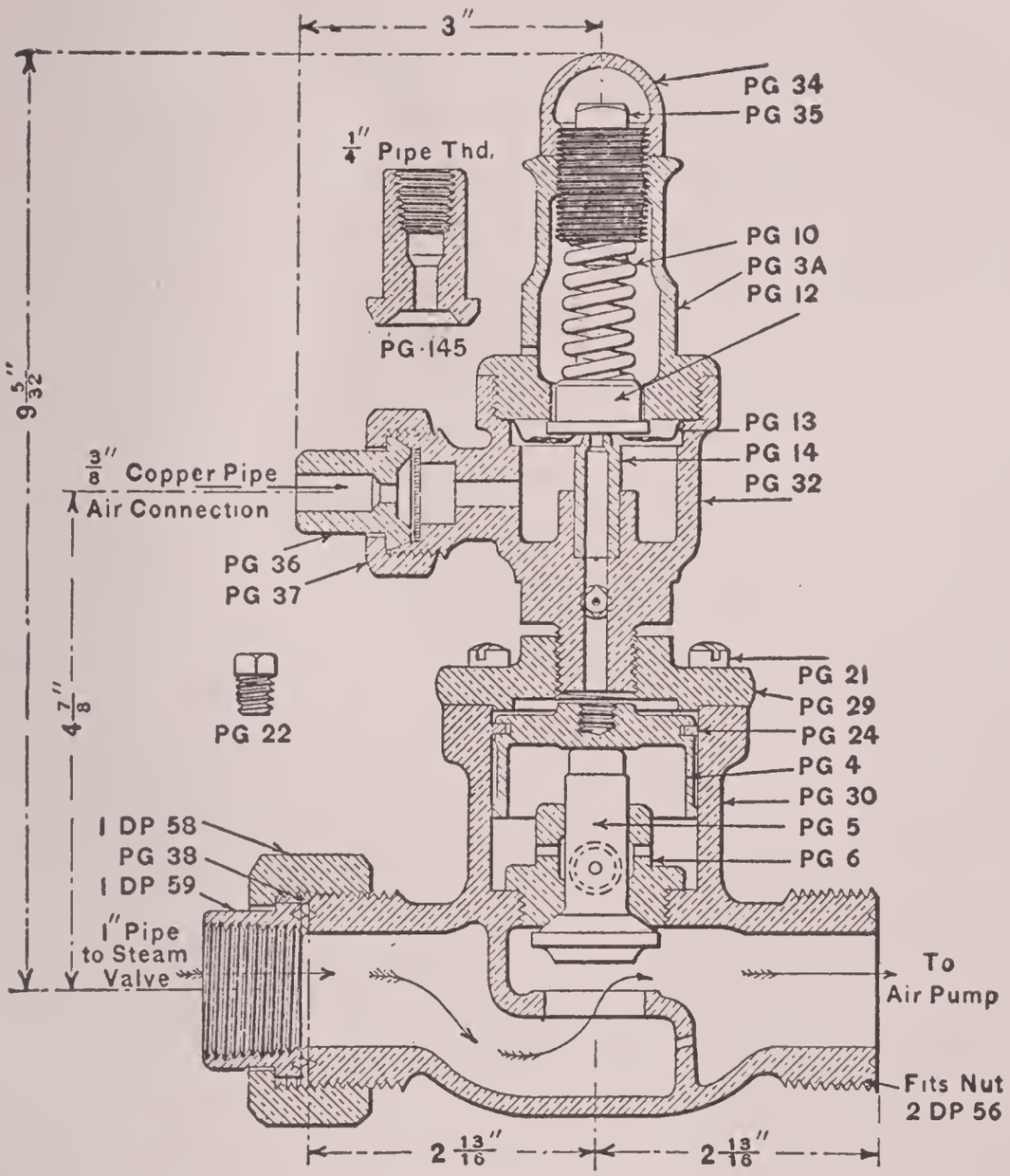


PLATE 87—FIG. 1. STYLE C, NEW YORK PUMP GOVERNOR, STEAM VALVE OPEN.

NEW YORK PUMP GOVERNORS

The principle of the New York pump governor is the same as the Westinghouse, and when you understand one you can operate the other. There is a slight difference in the construction, but not enough to make it necessary to re-describe the entire governor here. It has a

diaphragm, regulating spring and a regulating nut, just the same as the Westinghouse, but instead of having a diaphragm pin-valve like the Westinghouse, the diaph-

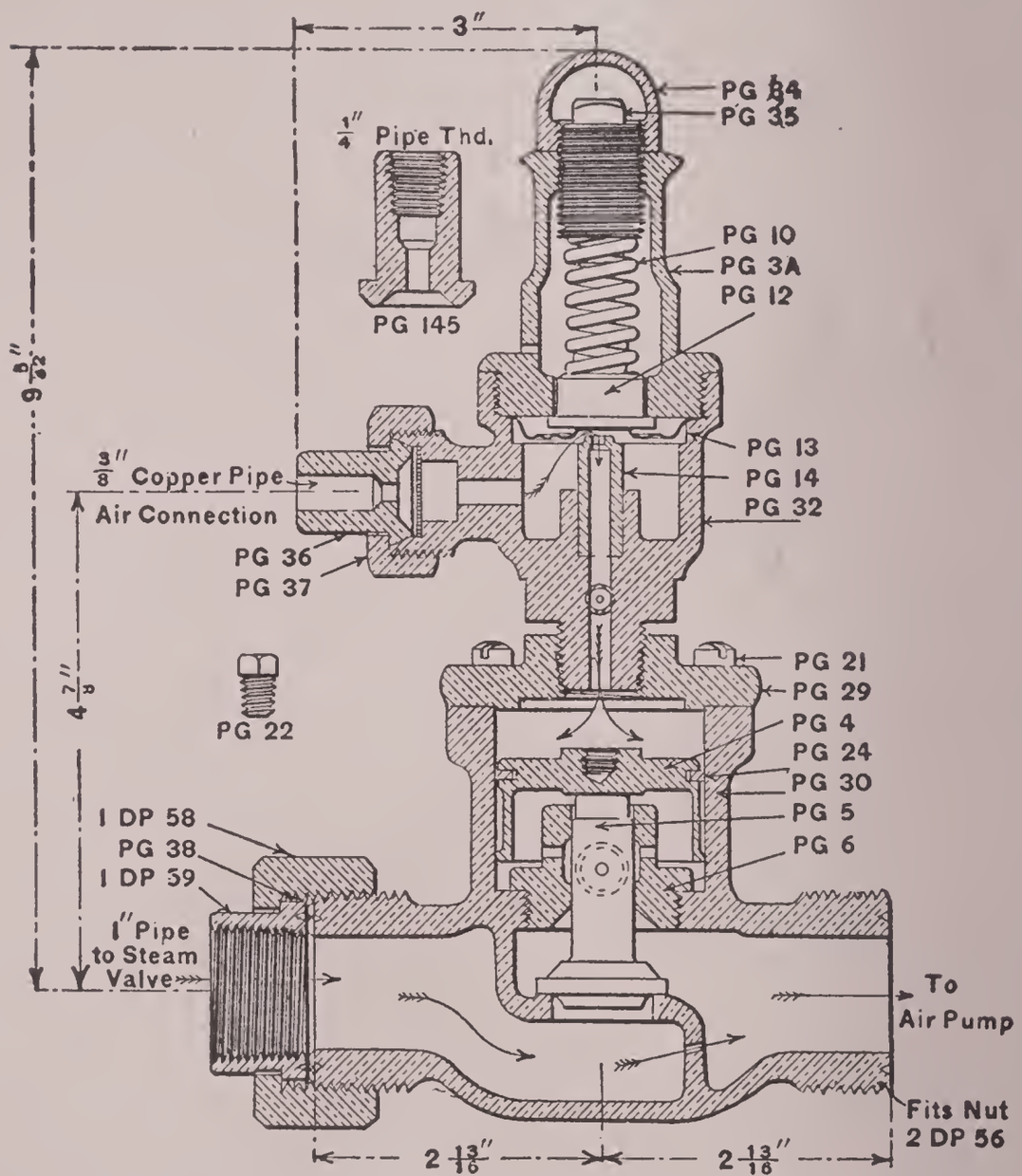


PLATE 88—FIG. 2. STYLE C, NEW YORK PUMP GOVERNOR STEAM VALVE CLOSED.

ragm-valve in the New York governor closes the port leading from the diaphragm chamber to the steam piston. Another difference is that there is no spring under the steam piston as in the Westinghouse, so that

the steam valve and the steam-valve piston is forced up by steam pressure alone, whereas with the Westinghouse both steam and spring are used to force the steam-valve piston up. There is an outlet port from the steam piston chamber to allow any back pressure to escape to the atmosphere, which is the same as in the Westinghouse. This vent port prevents the pressure from accumulating under the steam piston, for if not allowed to escape the air pressure on top would not be able to force the steam valve to its seat and shut off the pump, whereas, when steam is operating against the steam-valve alone it only requires about one-third as much air pressure on the large area of the top of the piston to overcome the steam pressure and force the steam valve down.

Fig. 1, in Plate 87, shows style C of the New York Pump Governor with the steam-valve open, and Fig. 2 shows this same style C governor with the steam-valve closed.

The old style A New York governor requires a key with which to set the regulating spring, and is shown in Fig. 3 of Plate 89.

The duplex pump governor is simply a governor with one steam portion but having two air portions, as shown in Fig. 4, Plate 90. A duplex governor consists of one steam-valve body, steam-valve, steam-valve piston, and a Siamese fitting to which is attached two pressure tops, or diaphragm-valve portions.

The method of piping the governor differs according to whether or not a single or double pressure is to be controlled.

The method of piping used in the single pressure system, that is, the ordinary automatic air-brake, is shown in Fig. 4, Plate 90. In this diagram you will notice that the trainpipe pressure is connected to only one side

of the governor, and is adjusted to seventy pounds, while the other side is connected to the main reservoir, and may be adjusted at ninety or a hundred pounds, or whatever number of pounds is considered standard on

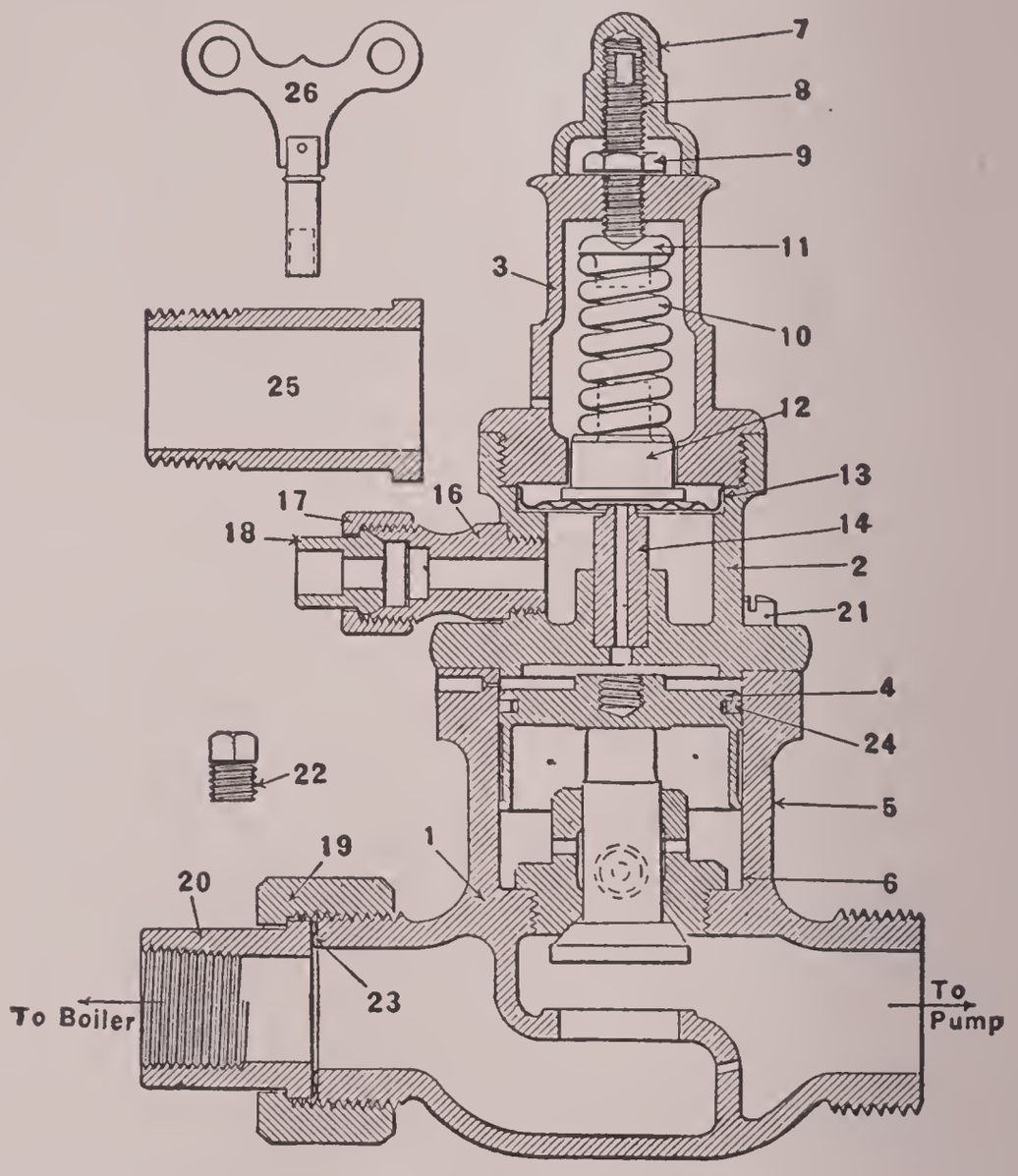


PLATE 89—FIG. 3. STYLE A, NEW YORK PUMP GOVERNOR.

the particular road operating the device. You will notice there are no cut-out cocks on the pipe leading to the Duplex governor, for the reason that with this method of piping the movement of the brake valve

handle determines just which side of the governor is operative. This will be explained more fully when we describe the engineer's brake valve.

Fig. 5 shows the method of piping a single governor for a single pressure system. With the old style New York Brake Valve the single governor would be connected to the trainpipe, whereas with the Westinghouse system the single pump governor is always connected to the main reservoir.

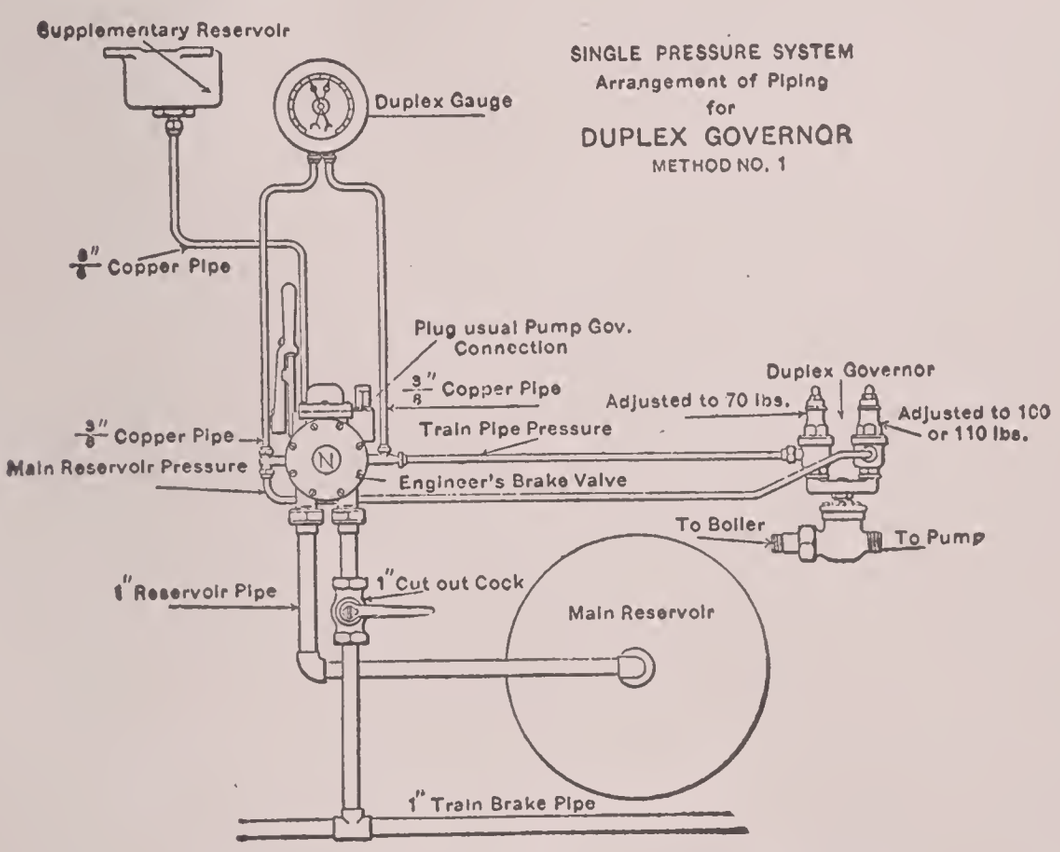


PLATE 90—FIG. 4. NEW YORK AIR BRAKE.

Fig. 6 in Plate 92 shows a cut-out cock in the pipe leading from the low pressure side of the governor to a T connection with the trainpipe, so that by cutting out the low pressure governor the trainpipe pressure will be raised to one hundred or a hundred and ten pounds, as

the case may be, according to what the high pressure governor is set at. But it must be remembered that with this method of piping there is no separate governor control for the main reservoir pressure. (See New York Brake Valve.)

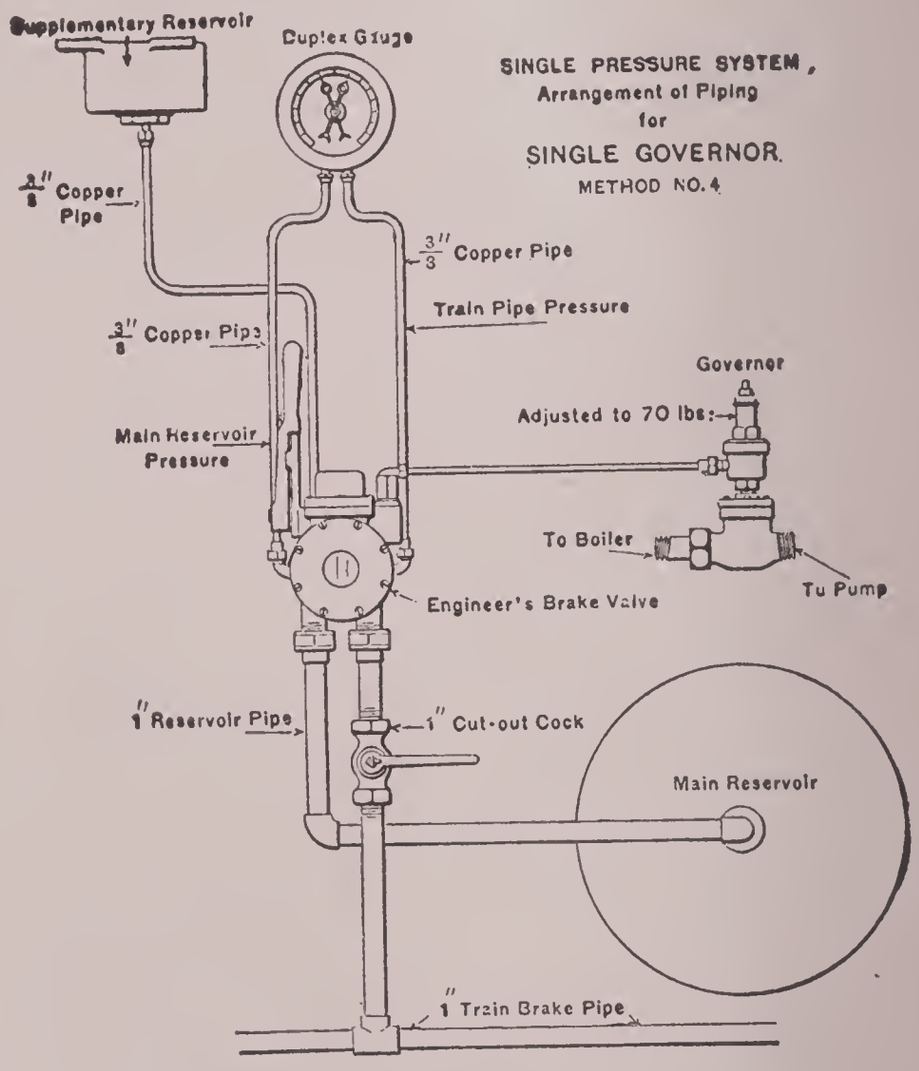


PLATE 91—FIG. 5. NEW YORK AIR BRAKE.

Fig. 7, Plate 93, shows the triplex governor by which the main reservoir pressure is controlled in addition to giving two other degrees of control to the trainpipe pressure as may be desired. With the triplex pump governor the main reservoir pressure can be adjusted at any

point that may be considered safe. If it were the high pressure control system or the high speed brake it would be proper to set the main reservoir governor at one hundred and ten or one hundred and twenty pounds, and the middle pressure-top would be set at ninety or one hundred and ten pounds, and the remaining top at seventy pounds.

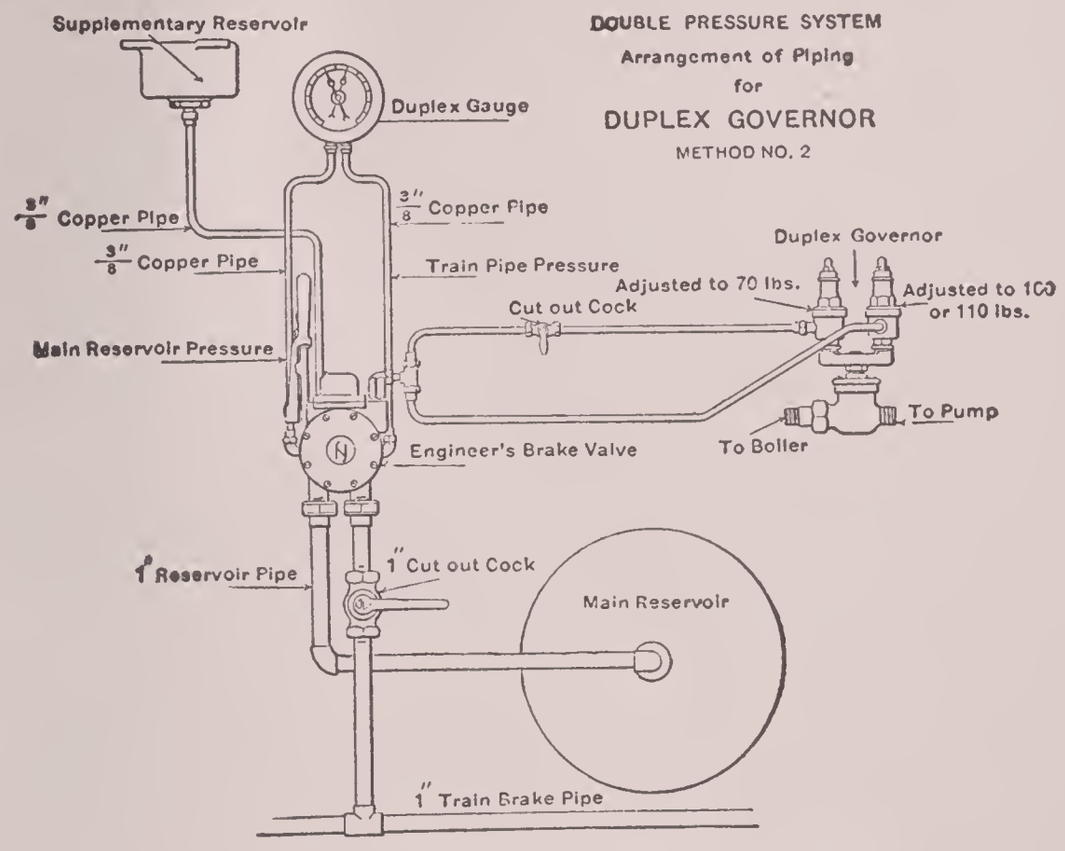


PLATE 92—FIG 6. NEW YORK AIR BRAKE.

With the New York Air Brake Valve on lap, service or emergency position there is no connection between the brake valve and the trainpipe pump governor, so that if the brake valve had only one governor, as shown in Fig. 5, and the handle of the brake-valve should be left on lap, service, or emergency position, there would be nothing to stop the pump, and consequently it would continue to operate as long as the steam in the boiler

could move it, but when the Duplex governor is used and one governor pipe is connected to the trainpipe and one to the main reservoir, as shown in Fig. 4, then if the brake valve handle should be on lap, service or emer-

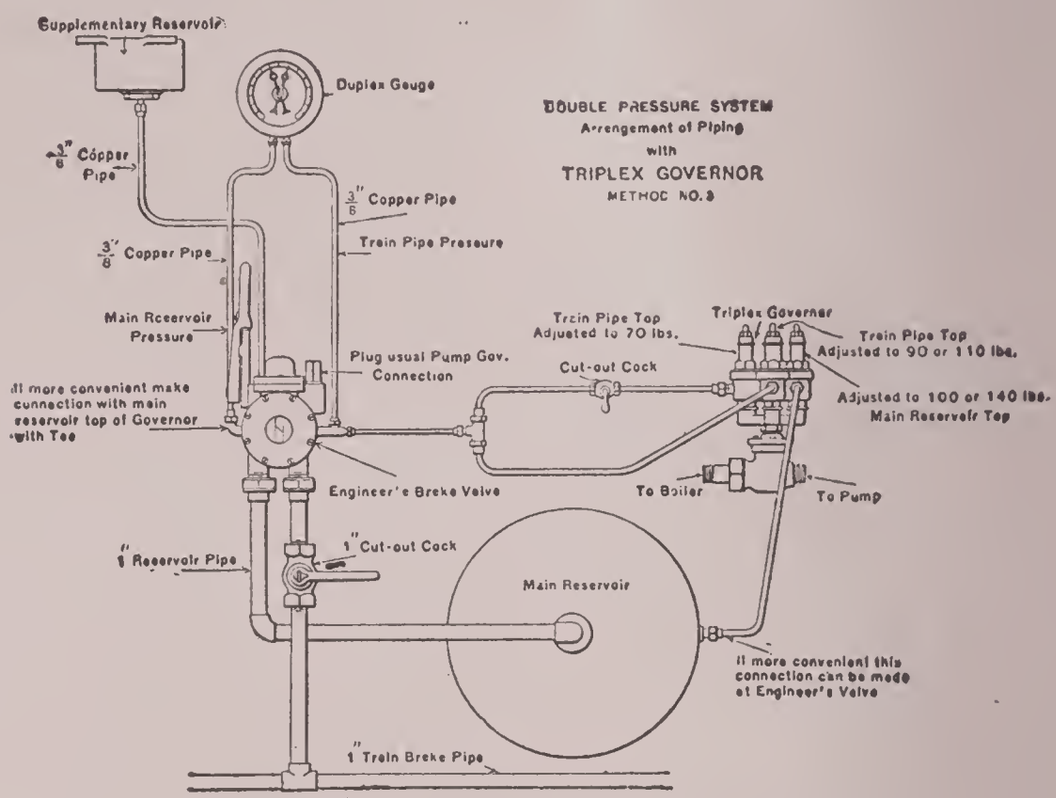

Supplementary Reservoir
Duplex Gauge
DOUBLE PRESSURE SYSTEM
Arrangement of Piping
with
TRIPLEX GOVERNOR
METHOD NO. 3
Copper Pipe
3/8" Copper Pipe
Train Pipe Pressure
3/8" Copper Pipe
Main Reservoir Pressure
Train Pipe Top Adjusted to 70 lbs.
Triplex Governor
Train Pipe Top Adjusted to 90 or 110 lbs.
Plug usual Pump Gov. Connection
Cut-out Cock
Adjusted to 100 or 140 lbs. Main Reservoir Top
If more convenient make connection with main reservoir top of Governor with Tee
Engineer's Brake Valve
To Boiler
To Pump
1" Reservoir Pipe
1" Cut-out Cock
Main Reservoir
If more convenient this connection can be made at Engineer's Valve
1" Train Brake Pipe

PLATE 92—FIG. 7. NEW YORK AIR BRAKE.

gency position the pump would have to shut off when the main reservoir pressure reached the point at which the main reservoir governor was set.

Pump and Pump Governor Defects and Remedies will be treated in their proper order in a chapter devoted to that subject. (See new style New York Pressure Controller.)

THE NEW YORK ENGINEER'S BRAKE VALVE

The student of air-brakes who possesses a previous knowledge of the Westinghouse Engineer's Brake Valve, must remember when studying the New York Engineer's

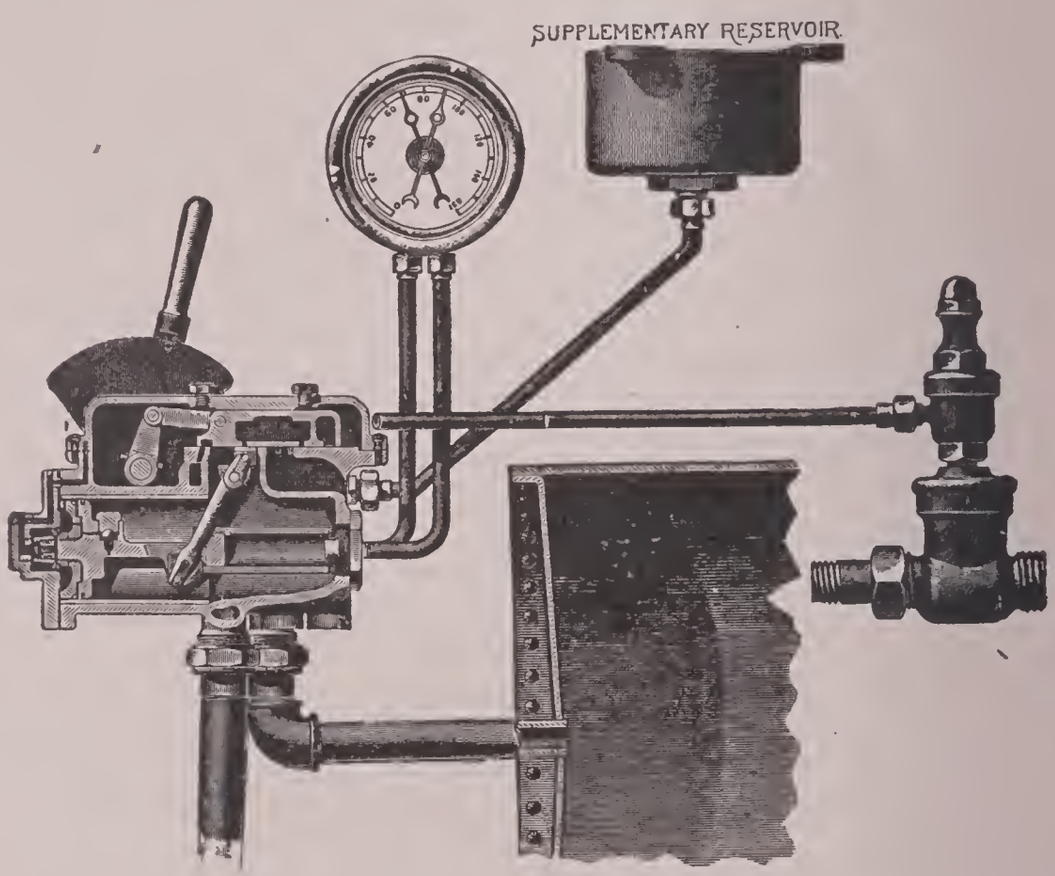
Brake Valve that when a service application is made with the Westinghouse valve the first escape of air is from off the top of the equalizing discharge valve, whereas with the New York valve the first escape of air in making a service application is direct from the trainpipe, but that the port opening from the trainpipe to the atmosphere is much smaller in making a service application than it is when making an emergency application.

Another important feature that the student should impress himself with at the beginning is that the service position on the New York Brake Valve is divided up into five notches, and that if he is handling a train of four cars or less with the New York Brake Valve he should always begin a service application by placing the handle in the first notch, because of the fact that the service port gradually becomes wider as the handle is moved over the quadrant, and with a short train of four cars or less the trainpipe volume is so small that if the handle were moved past the first notch it is very likely to produce an emergency application, as it allows the trainpipe pressure to be reduced too suddenly.

With this explanation, let us now begin a careful study of the New York Engineer's Automatic Brake Valve, Style B. (The old style A is not being made any more, and it will not be necessary to speak of. I will describe the present standards of style B or B-1; and style B-2 and B-3 will be described later.)

The essential parts to the New York Brake Valve, as shown in Plate 95, are (aside from the body and cover which contains the parts) a main slide-valve, which is connected by a link to a shaft operated by a handle, in which there is a lock bolt for the purpose of engaging the notches on the quadrant. Under the main

slide-valve there is a small cut-off slide-valve which is controlled by an arm connected to a graduating piston. The graduating piston contains a small ball valve for the purpose of admitting air into chamber D or supplementary reservoir, and a ball-faced vent valve fastened to the end of the equalizing piston for the purpose of closing port O. (The B-3 valve does not have the ball-check.)



General Arrangement of Brake Valve, Supplementary Reservoir, Air

PLATE 94—FIG. 1. NEW YORK AIR BRAKE.

The diagram of the brake valve in which the duplex gauge is shown (Plate 94, Fig. 1), also illustrates how the single governor, supplementary reservoir, main reservoir, and trainpipe are connected to the brake-valve, making in all six pipe connections.

Fig. 2, Plate 95, shows the handle in full release position. In studying this illustration you will notice on the

top right-hand corner a sectional view of the excess pressure valve. (This valve is now superseded by the Pressure Controller with the B-3 brake valve.)

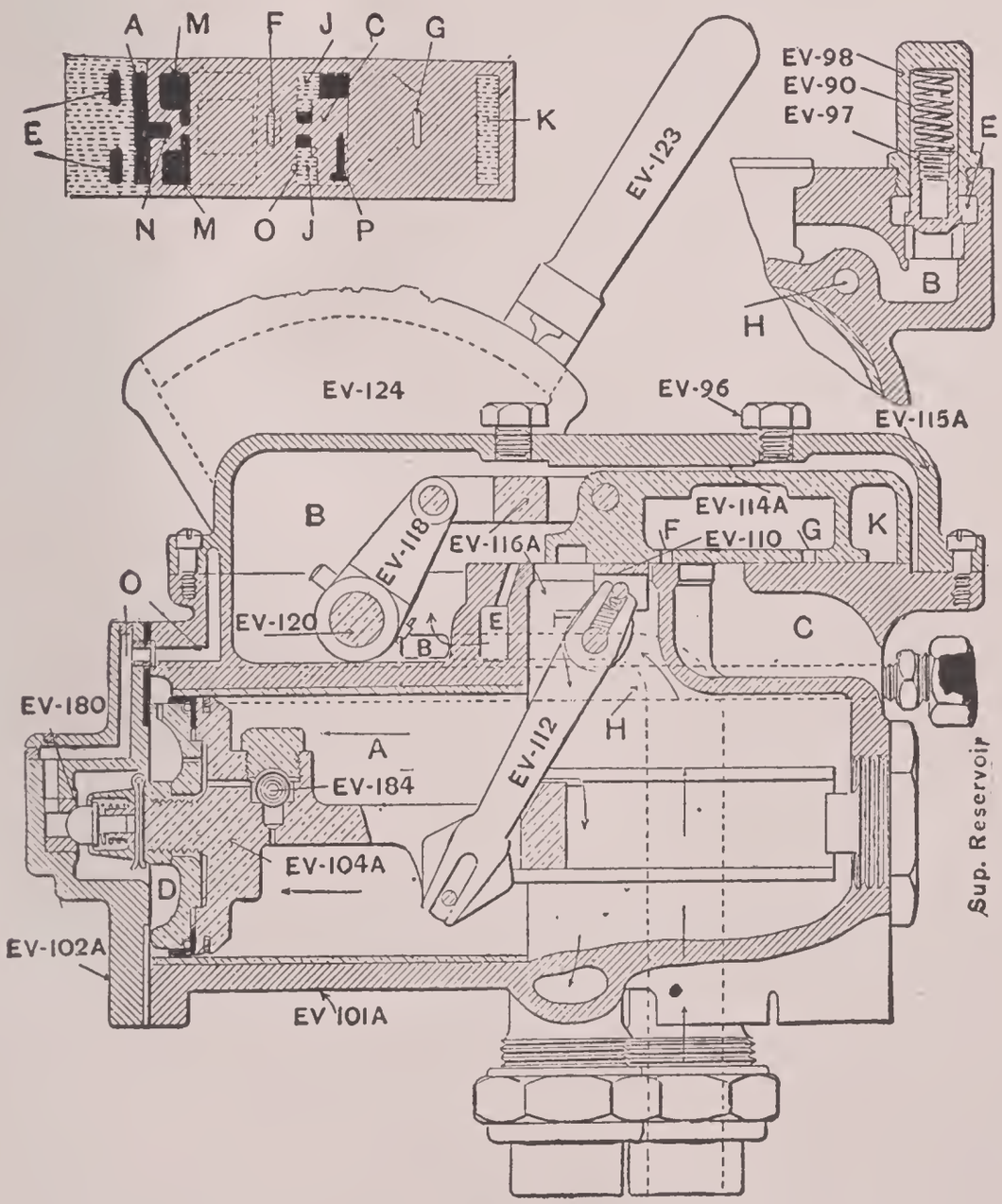


PLATE 95—FIG. 2. FULL RELEASE POSITION OF B-1 BRAKE VALVE.

In the left top corner of Fig. 2 you will notice a view of the main slide-valve and valve seat. In studying this view of the face of the main slide-valve you must re-

member that you see it as though you were looking directly through the top of the valve, and that the slanting lines represent the face of the main slide-valve while the dotted horizontal lines represent the slide-valve seat.

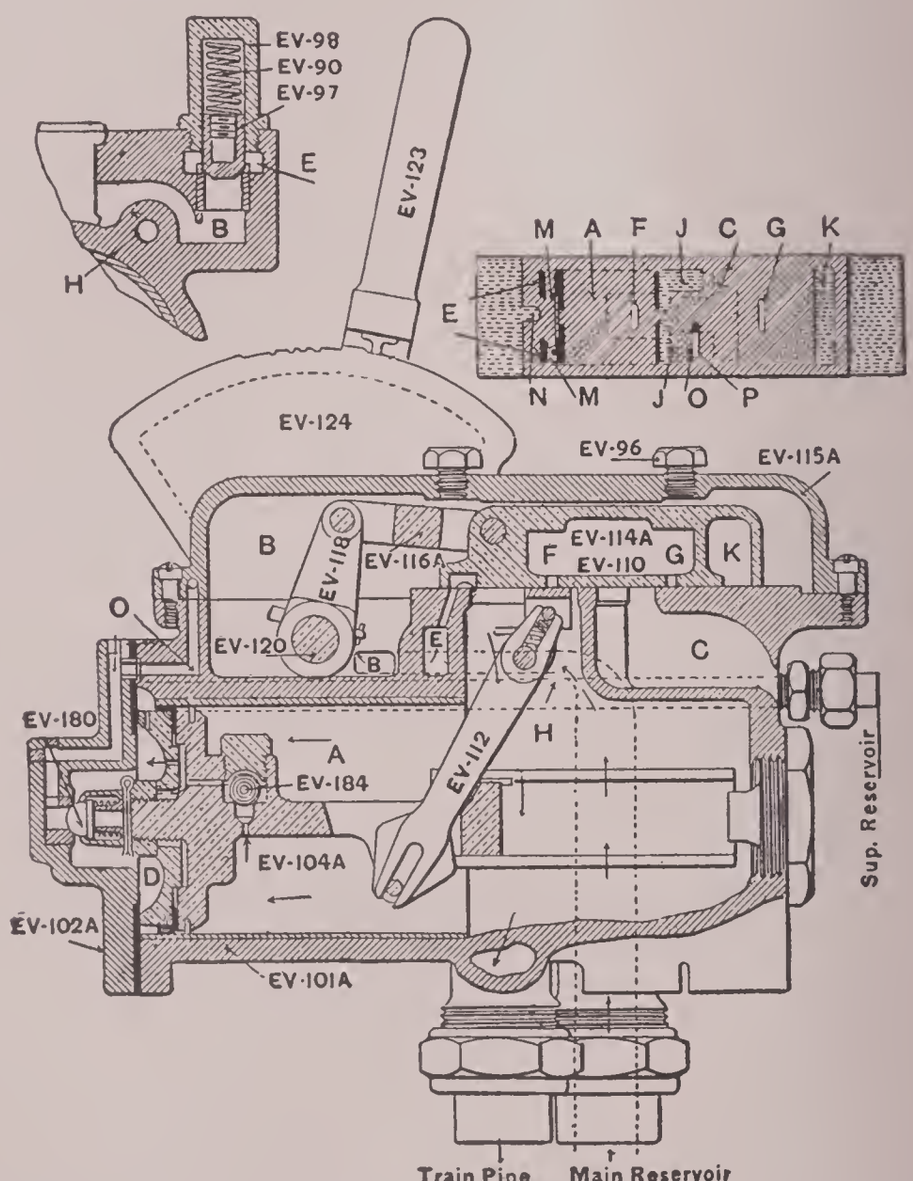


PLATE 96—FIG. 3. RUNNING POSITION B-1 NEW YORK BRAKE VALVE.

You will notice that port K in the main slide valve extends across nearly the whole width of the valve, as does also the cavity marked M, and that the ports F and G

are directly in the center, while port J and cavity P are on the side, therefore when looking at the main slide-valve sectionalized you must remember that you are looking at it as though it were cut half in two. This view shows plainly cavities M, F-G, K, and also Ports F and G, but you cannot see in the sectional view ports O, J, or cavity P. The port marked A in the valve seat is the opening that leads from chamber B by the end of the main slide-valve into chamber A, and this port A is controlled by the face of the main slide-valve.

In Fig. 2 you will notice that port F is closed by the main valve seat, whereas in the diagram of running position port F is closed by the small cut-off valve. The position of the cut-off valve is indicated by dotted lines in the view illustrating the face of the main valve. The large exhaust-cavity C is also indicated by dotted lines in the plan view of the main slide-valve seat.

The main slide-valve has four cavities, which are designated as M, F-G, P, and K. The ports in the main slide-valve are F, G, J, K, and N. The ports in the main valve seat are designated as E, A, C, and O.

As this great number of ports is likely to somewhat confuse the student, we will try to simplify the matter by saying that when the main slide-valve is moved to full release position main reservoir air from chamber B passes by the end of the slide-valve directly through the large port A into chamber A and straight into the trainpipe.

When the handle of the brake valve is in running position, main reservoir pressure passes through port E in the slide valve seat and cavity M in the slide-valve into port A and the trainpipe. While the air is passing from chamber B through cavity M it is also passing through chamber E into the pump-governor pipe.

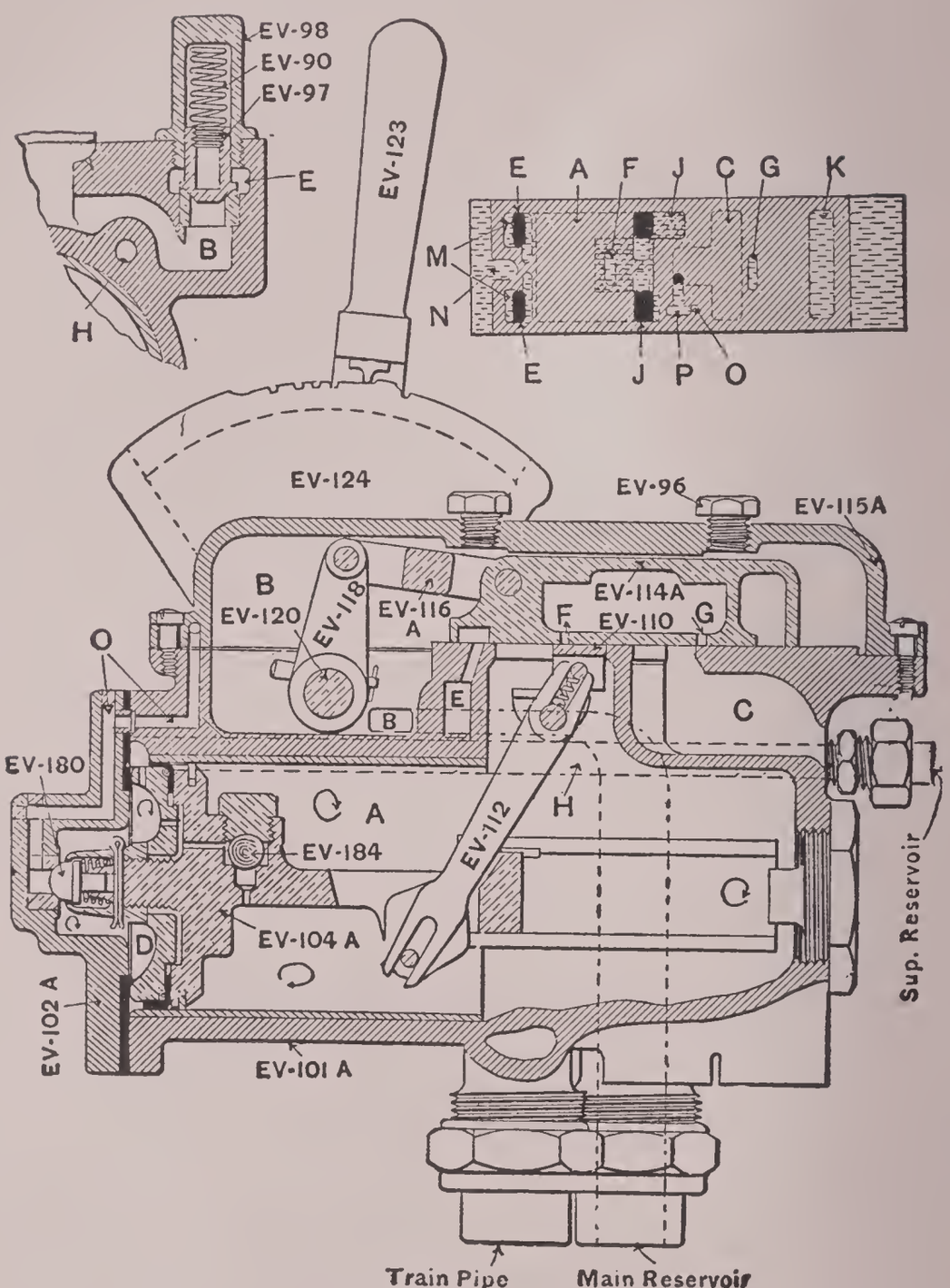


PLATE 97—FIG. 4. LAP POSITION, NEW YORK B-1 BRAKE VALVE.

In lap positions ports E and A in the slide-valve seat are closed by the main slide-valve, and exhaust port F is kept closed by the small cut-off valve, as shown in Fig. 4, Plate 97.

In service graduating position (Fig. 5), ports E and A are closed by the main slide-valve, but port F is moved back of the cut-off valve, so that while main reservoir pressure is shut off, trainpipe pressure can pass up through port F in the main slide-valve and out through port G into the main exhaust cavity C.

The handle being in service graduating position, when trainpipe pressure has exhausted below the pressure in the supplementary reservoir or chamber D, the equalizing piston is then forced forward by chamber D pressure, which causes the cut-off valve to move over and close exhaust port F. With the handle in service graduating position the main slide-valve closes the top end of port O, for, if it did not, when the equalizing piston moved forward the unseating of the ball-faced check valve would permit all the air from the supplementary reservoir to escape, and thereby prevent the automatic lapping of the brake valve.

Should the handle be moved to another service graduating notch, just as soon as the trainpipe pressure has exhausted below what was left in the supplementary reservoir the equalizing piston will again move forward and cause the cut-off valve to again lap exhaust port F. This action will continue in each of the graduating notches, but when the handle is moved to emergency position the valve does not automatically lap itself, for the reason that the equalizing piston has then made its full stroke.

When the handle is in emergency position, Fig. 7, the large port in the main slide-valve, marked J, is connected to the large exhaust port marked K, which causes the trainpipe pressure to pass out through exhaust passage C and be reduced suddenly, thereby causing all the triple valves in the train to go to emergency position.

When the handle is thrown from emergency, service

or lap position back to full release, the raising of the trainpipe pressure drives the equalizing piston back, which causes the vent-valve (180) in the end of the piston (104A) to close the bottom end of passage O, for in full release, running or positive lap position the top end of port O is open to exhaust cavity C by way of cavity P in the main slide-valve.

In order to firmly fix in the student's mind the purpose of the several ports and cavities we will run over them again as follows:

Port E in the slide-valve seat and cavity M in the main slide-valve are primarily used for the purpose of directing the main reservoir pressure through the excess pressure valve into the trainpipe.

Chamber E supplies trainpipe pressure to the pump governor.

Ports F and G in the main slide-valve are trainpipe exhaust ports for the purpose of making a service application of the brakes.

Ports J and K are primarily used for the purpose of making an emergency application in connection with exhaust port C.

Passage C is the main exhaust port of the brake valve.

Cavity P is for the purpose of connecting port O in the main valve seat with the exhaust passage C.

Port N in the main valve is for the purpose of increasing the area of port A when the handle is in full release position, thereby allowing a full and free passage of main reservoir air into the trainpipe when releasing the brakes.

Passage O begins in the cap of the valve body (102A), and passes through the wall of the cover (115A) of the brake valve when it sinks into the valve body (101A) and ends up in the main slide-valve seat, under the main slide-valve.

Passage H, which leads from chamber D, passes through the body of the brake valve to the pipe connection with the supplementary reservoir.

A small ball-valve (184) in the equalizing piston is for the purpose of supplying air to the supplementary reservoir so that the trainpipe and chamber D pressures may equalize when the brake valve is in either running or release position.

The vent-valve in the end of the equalizing piston is for the purpose of controlling the bottom end of passage O.

The purpose of passage and port O is to allow the pressure in chamber D to escape to the atmosphere when the equalizing piston is forced back to its normal position.

The purpose of the excess pressure valve (97) is to maintain a given pressure in the trainpipe when the handle of the brake valve is in running position.

The purpose of the several notches on the quadrant are as follows: When the handle is in the extreme forward position main reservoir pressure is fed direct into the trainpipe; the first notch, which is also indicated by a small pin on the side of the quadrant, is running position, and in this position main reservoir pressure is fed into the trainpipe through an indirect passage, or by way of the excess pressure valve; the next notch on the quadrant is known as positive lap position, and when the handle is in this position all ports in the brake valve are closed between the main reservoir and the trainpipe and between the trainpipe and the atmosphere, and in this position the pressure from the trainpipe and pump governor is also shut off, and it is on account of this fact that a duplex pump governor is necessary with the New York Brake Valve. The next notch after positive lap is the first service graduating notch, and when the handle

is in this position the brake valve will allow about five pounds of trainpipe pressure to exhaust when it will automatically lap itself; the second notch will allow

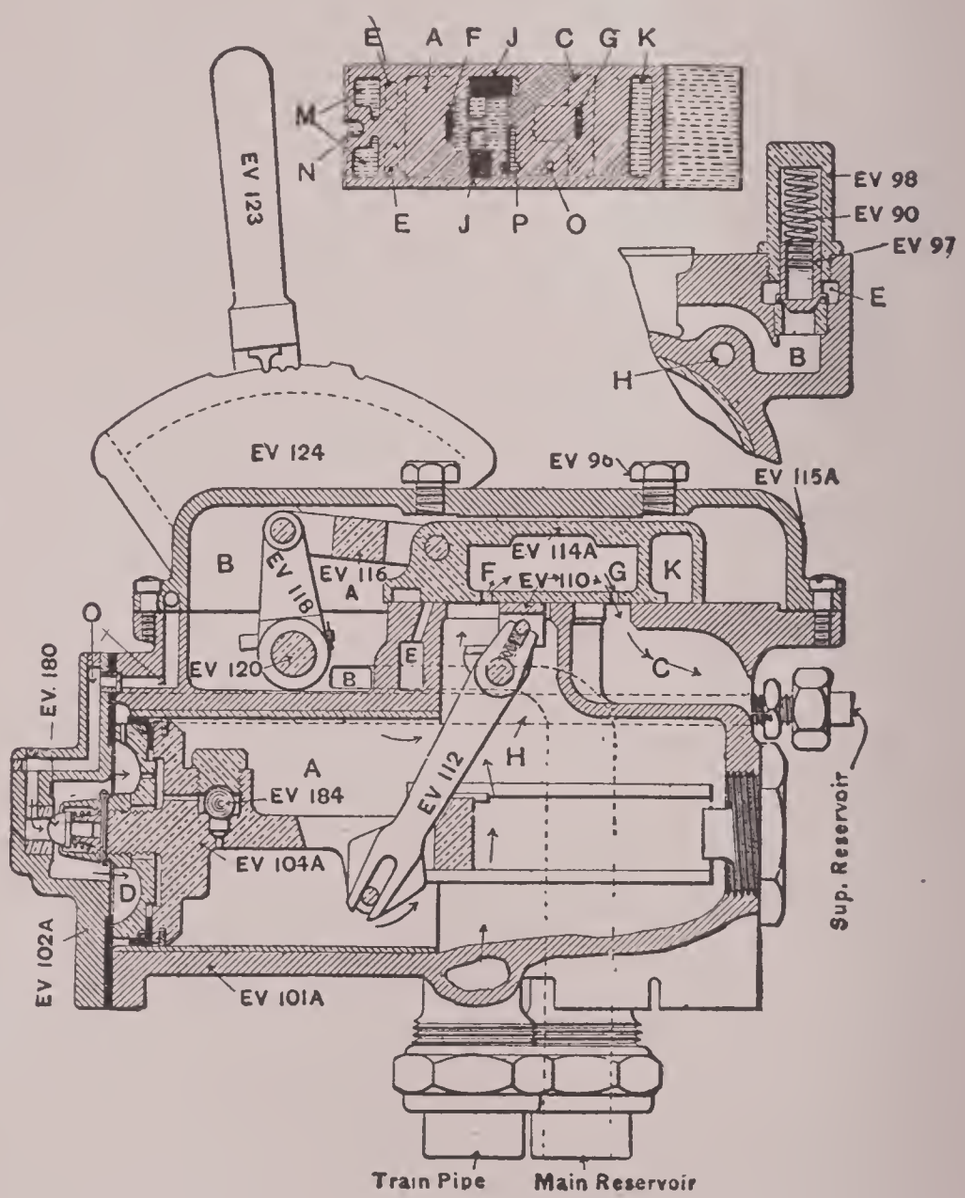


PLATE 98—FIG. 5. SERVICE POSITION, B-1 NEW YORK BRAKE VALVE.

about eight pounds of trainpipe pressure to exhaust when the valve will automatically lap itself; the next notch will cause an exhaust from the trainpipe of eleven pounds; the fourth notch causes a sixteen pound reduc-

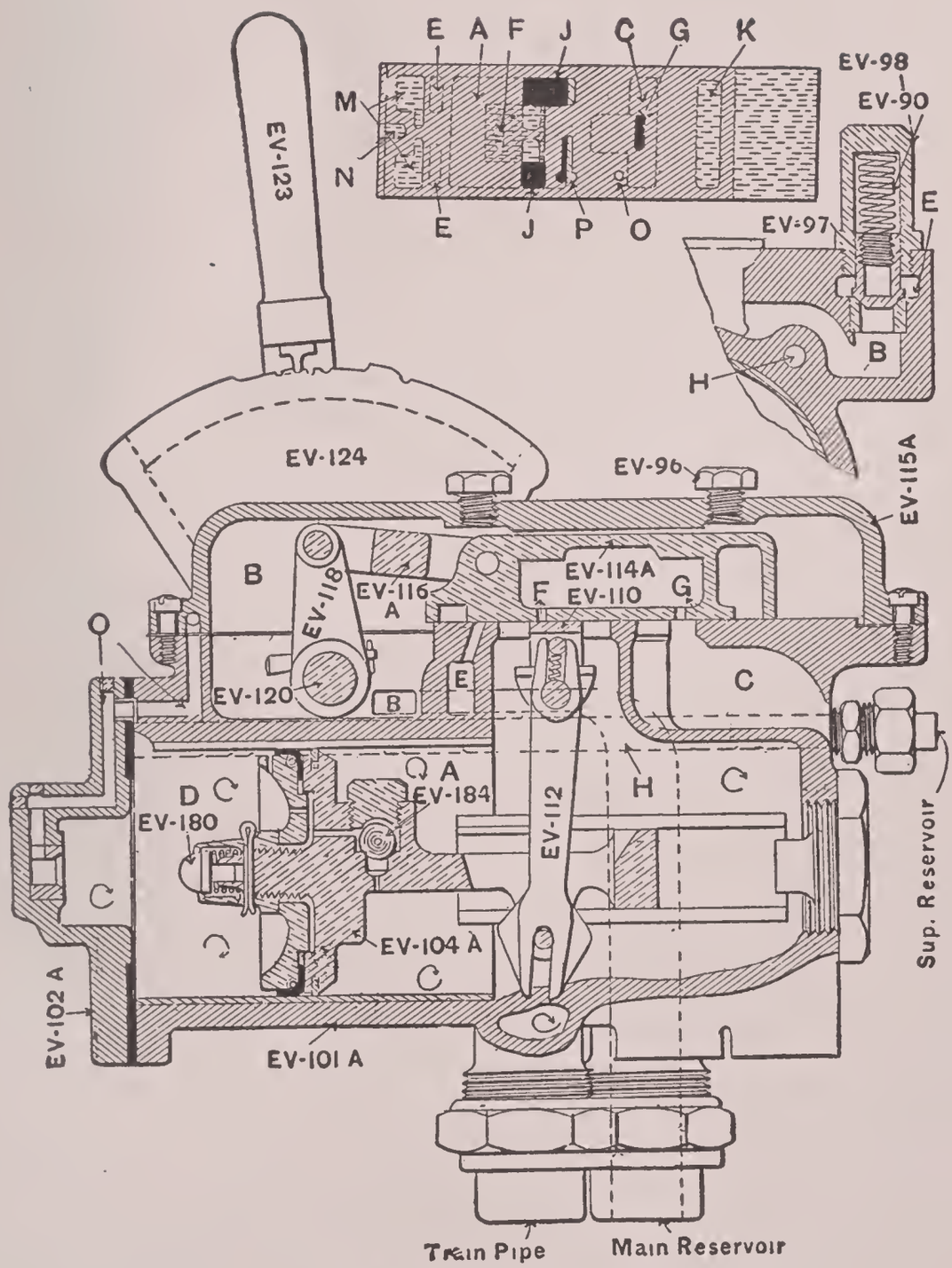


PLATE 99—FIG. 6. AUTOMATIC LAP POSITION B-1 BRAKE VALVE.

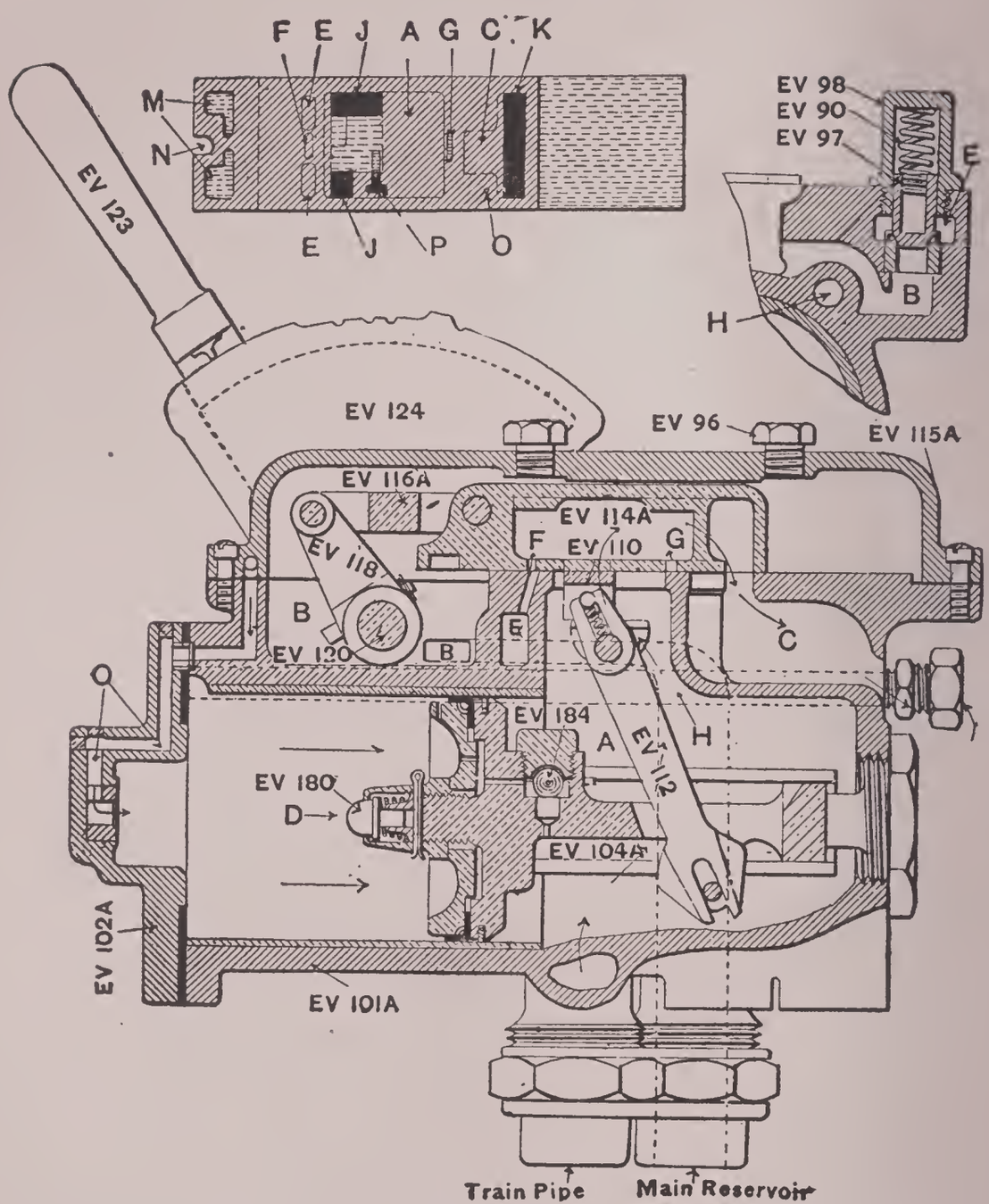


PLATE 100—FIG. 7. EMERGENCY POSITION, NEW YORK BRAKE VALVE.

tion, and the fifth notch is the twenty-three pound or full service position.

When the handle is placed in any of the service graduating positions the brake valve will automatically lap itself, but when the handle is thrown to emergency posi-

tion then the automatic lap feature does not operate. When the valve automatically laps itself the equalizing piston moves the cut-off valve so that it covers exhaust port F, but when the handle of the valve is moved to positive lap position the main slide-valve places port F over the cut-off valve.

Should the handle be placed in the five-pound notch and while it was in this position trainpipe leakages should cause the trainpipe pressure to be reduced to sixty pounds or less (when working with a seventy pound standard) then when the handle was moved to the eight-pound notch there would be no exhaust from the trainpipe, for the reason that the trainpipe leakages would cause the pressure in chamber D to push the equalizing piston forward and cause the cut-off valve to keep exhaust port F closed. This is a splendid feature of the New York Brake Valve.

As the automatic lap feature is dependent upon the proper movement of the equalizing piston, you will at once see that should there be any leakages from chamber D or the supplementary reservoir it would prevent the equalizing piston from moving forward and causing the cut-off valve to close exhaust port F. There are several other things besides direct leakage from chamber D to the atmosphere which will prevent the automatic lapping of the valve, and they are as follows:

A leak by the piston packing-leather of the equalizing piston will prevent the automatic lap.

Should the ball check-valve fail to seat it will prevent the automatic lap.

Should the face of the main slide-valve be scratched so that it did not seat properly on the cut-off valve it would prevent the automatic lap.

Should the seat of the cut-off valve be scratched so that it did not seat properly it would prevent the automatic lap.

Should the arm (112) connecting the cut-off valve to the equalizing piston become bent or disarranged it would prevent the automatic lap.

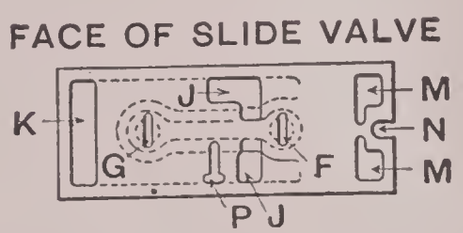


PLATE 101—FIG. 8. FACE OF SLIDE VALVE.

These several defects and all others pertaining to the New York Brake Valve will be treated under the head of Defects and Diseases and Their Remedies.

You will notice two cap screws in the cover of the brake valve; these are for the purpose of admitting oil to the main slide-valve seat.

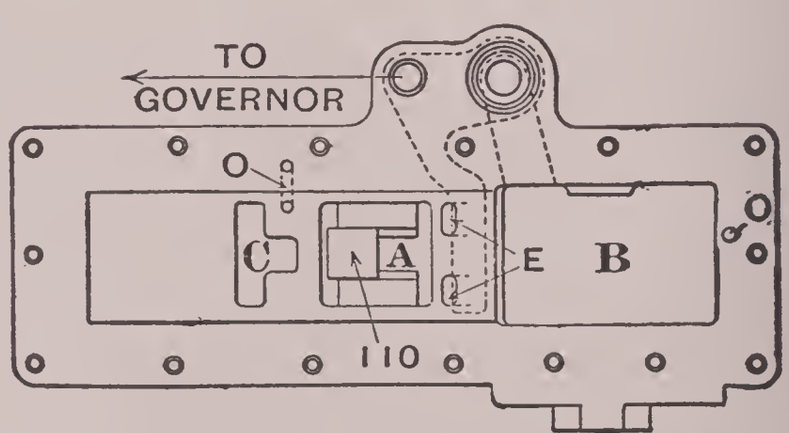


PLATE 102—FIG. 9. SHOWING PORT "O" IN MAIN SLIDE VALVE SEAT.

To oil the slide-valve seat let off all main reservoir pressure, cut out the trainpipe from the brake valve, exhaust all air pressure and remove the cap screws from

the valve cover, then throw the handle to the full release position and drop in just a little good oil onto the valve seat; then throw the handle to emergency position and drop a little oil on that end of the valve seat, and work the handle backward and forward several times in order to distribute the oil. Be careful not to use too much oil as it will gum up the valve.

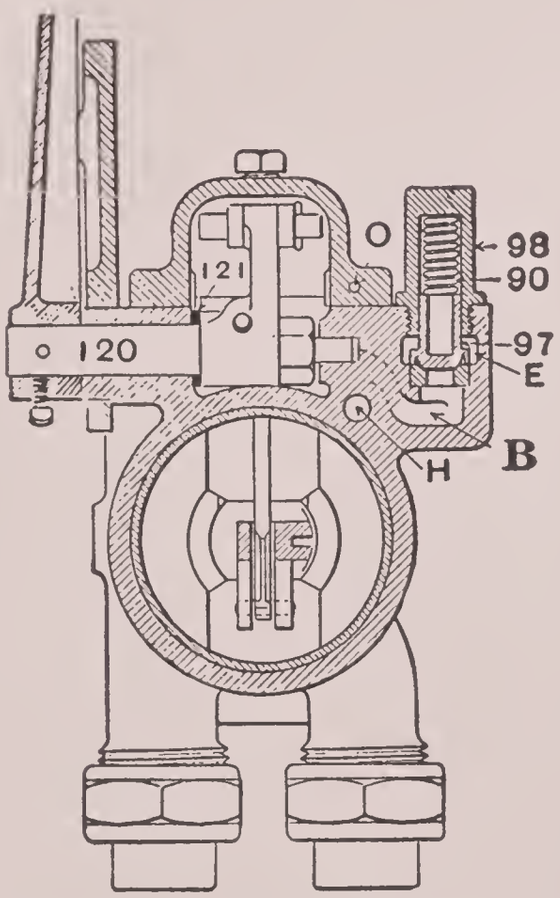


PLATE 103—FIG. 10. CROSS SECTION OF NEW YORK BRAKE VALVE, SHOWING PASSAGE "H" IN BODY AND PASSAGE "O" IN THE VALVE COVER.

While the air pressure is off unscrew the cap nut of the excess pressure valve and wipe that valve off with kerosene, and be sure that it is wiped dry before you put it back.

In setting the regulating spring of the excess pressure valve, place the brake valve handle in running position, and let the pressure pump up until the red hand of the gauge shows twenty pounds before the black hand begins to move. Should the black hand begin to move before the red hand reaches twenty pounds it indicates that the regulating spring needs to be tightened down, while, on the other hand, if the black hand of the gauge did not begin to move until the red hand had passed the twenty-pound mark then the regulating spring should be loosened up.

With the New York Brake Valve handle in running position the excess pressure is accumulated *before* the trainpipe pressure begins to show, whereas with the Westinghouse brake valve it is just the opposite; for you do not get your excess pressure until *after* the trainpipe is fully charged.

The new style Brake Valves B-2 and B-3 are virtually the same as B-1, excepting that they contain an additional function whereby the engine brakes are applied with straight air when the handle is in full release position. These valves do not change the arrangement of triple valves and double check valves on the engine and tender, as these remain the same as before. Should it be desired to release an automatic application of the engine brakes while the train brakes are applied, you will do so by using the independent release valve. Another feature of the B-2 and B-3 Equipment is the accelerator valve, which is operated by the exhaust pressure from the trainpipe forcing a piston down, thereby creating a second opening from the trainpipe to the atmosphere.

THE NEW YORK PLAIN TRIPLE VALVE.

The New York Plain Triple Valve is so nearly like the Westinghouse plain triple that it requires no special description here, and the same instructions regarding the Westinghouse plain triple will apply equally to the New York plain triple.

THE NEW YORK QUICK ACTION TRIPLE VALVE.

In studying the diagrams of the New York Quick Action Triple Valve, Plate 104, you must remember that the real valve does not have the shape shown in Figs. 1, 2, 3 and 5, but that portion of the triple which shows passage H, port J, vent valve 137 and check valve 139 is shown diagrammatically. The object in drawing the diagram in the way in which it is shown is to make plain to you how these ports, passages and valves are related to the rest of the triple.

The principal operative parts of the New York Quick Action Triple are the main triple piston (128), the exhaust slide valve (38), the graduating sliding valve (48), the vent piston (129), the rubber seated vent-valve (131), and spring (132), emergency piston (137), with rubber seated quick action valve (139), and spring (140), non-return brake cylinder check valve (117), and its spring (118).

You will notice that the vent piston (129) has a port F which leads through the center of it into chamber G of the main triple piston. This allows trainpipe pressure to get in between the pistons, forming a cushion which does away with the graduating spring as used in the Westinghouse triple.

The passage of the air through the New York Quick Action Triple is as follows: referring to (Fig. 1, Plate 104) trainpipe pressure passes through the strainer, fills

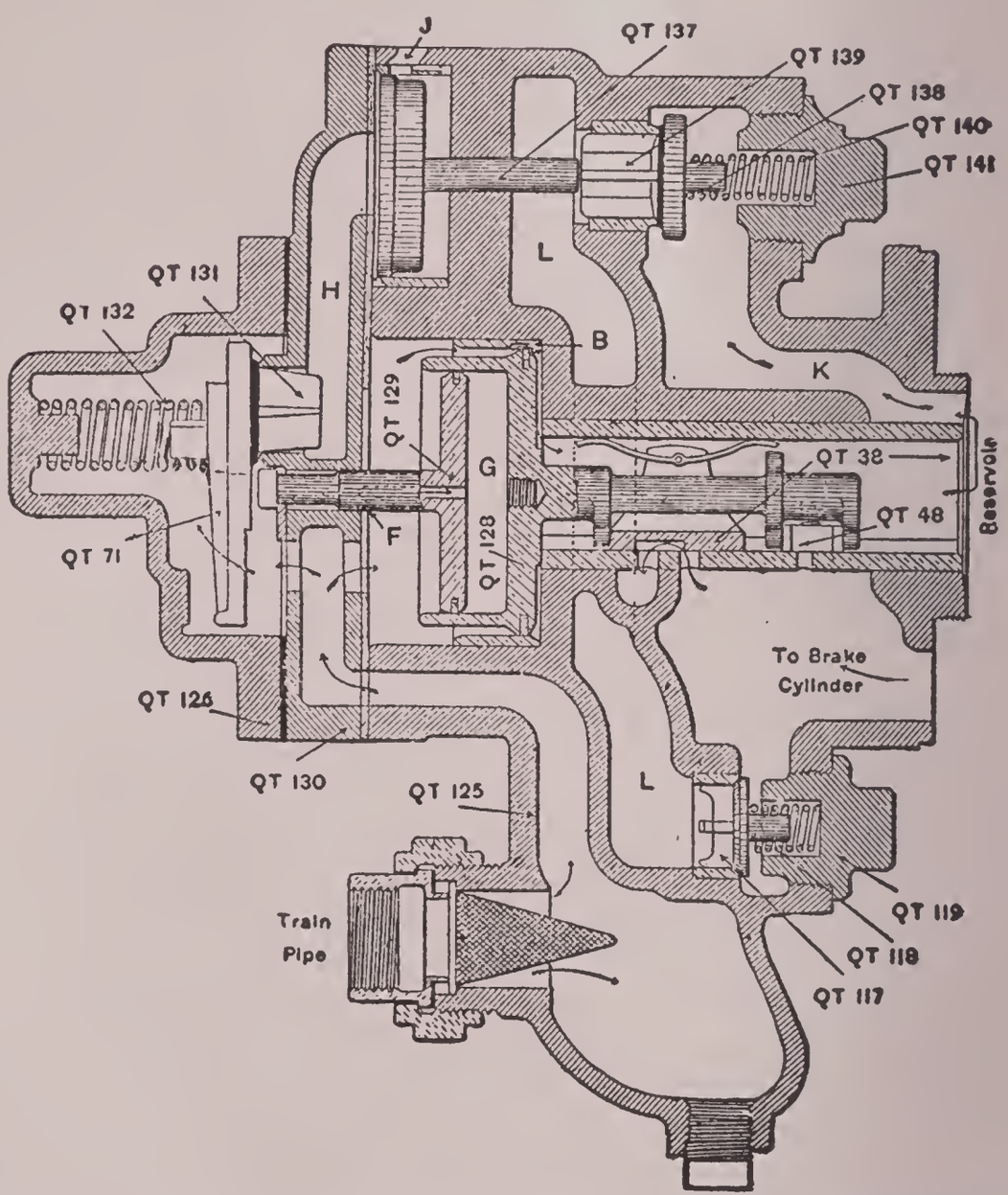


PLATE 104.—FIG. 1. NEW YORK QUICK ACTION TRIPLE VALVE, RELEASE POSITION.

the cavity back of the rubber seated vent-valve (131), thereby holding that valve to its seat, and also passes through a large opening into the main piston chamber

causing the main piston to be forced to charging position, which allows the trainpipe pressure to pass through feed groove B into the slide-valve chamber and on into

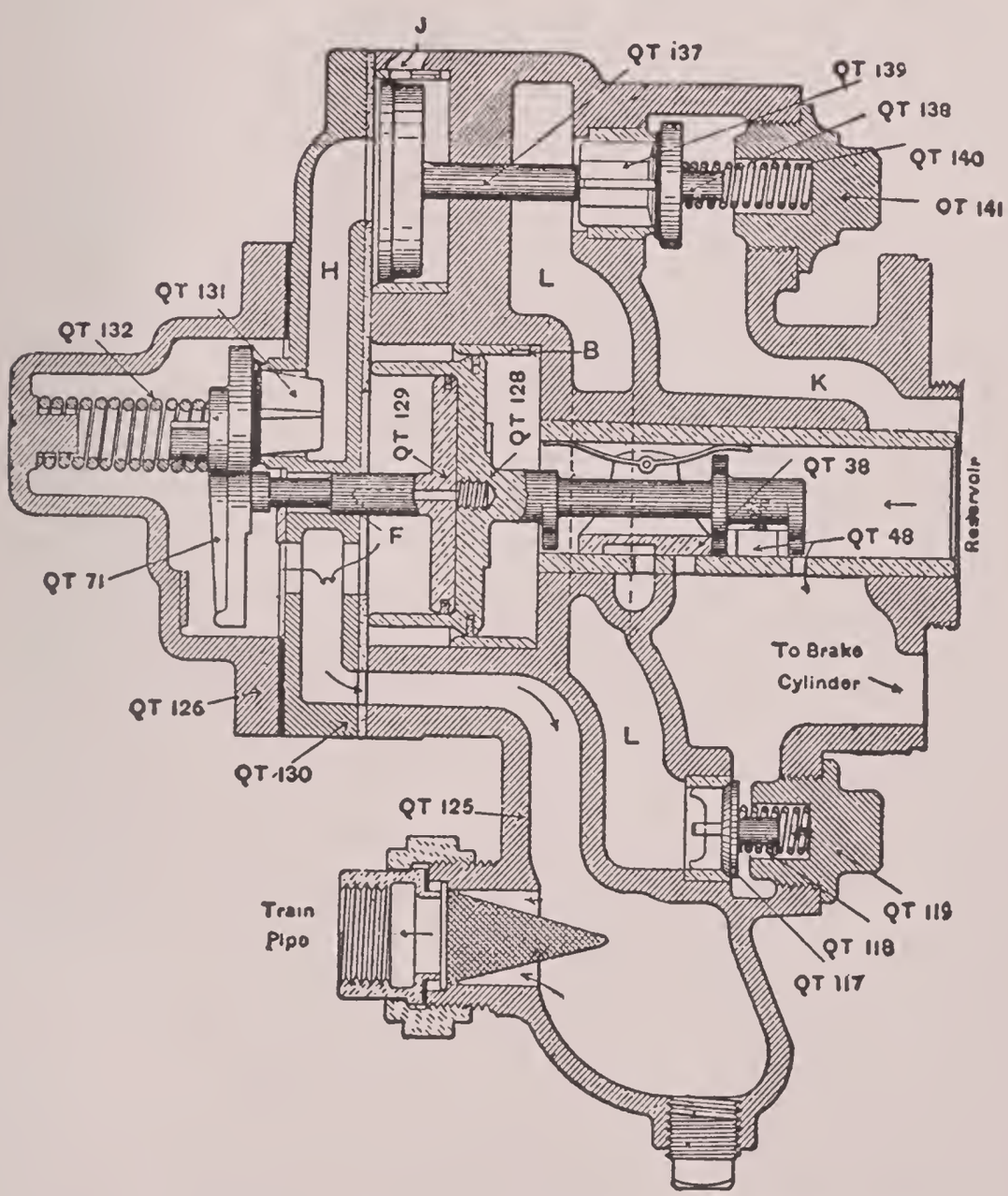


PLATE 105—FIG. 2. NEW YORK QUICK ACTION TRIPLE, SERVICE APPLICATION POSITION.

the auxiliary reservoir; at the same time this action is taking place trainpipe air is feeding through port F in the stem of the vent-piston (129), thereby charging

chamber G, between the pistons. When the trainpipe, chamber G, and auxiliary reservoir are all charged equally to seventy pounds we are then ready to make an application of the brake.

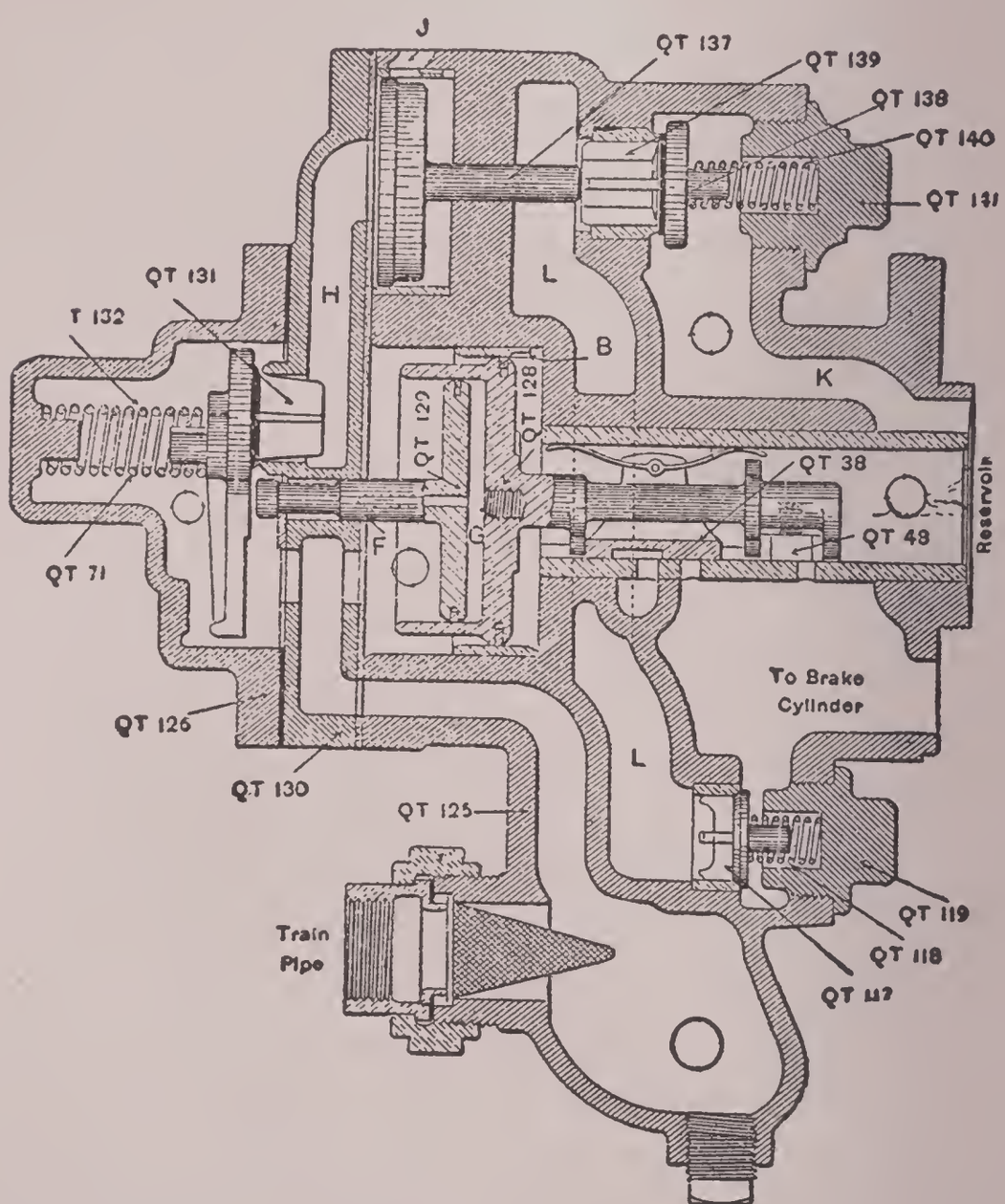


PLATE 106.—FIG. 3. NEW YORK QUICK ACTION TRIPLE VALVE, AUTOMATIC LAP POSITION.

Now if you will notice Fig. 2, which shows the triple in the service application position, you will see that the

main triple piston has moved back until it touches the vent piston (129), and that it has moved this vent piston back far enough so that port F is just closed; as the trainpipe pressure is reduced the pressure in chamber G is also reduced, but as it reduces slower than the train-

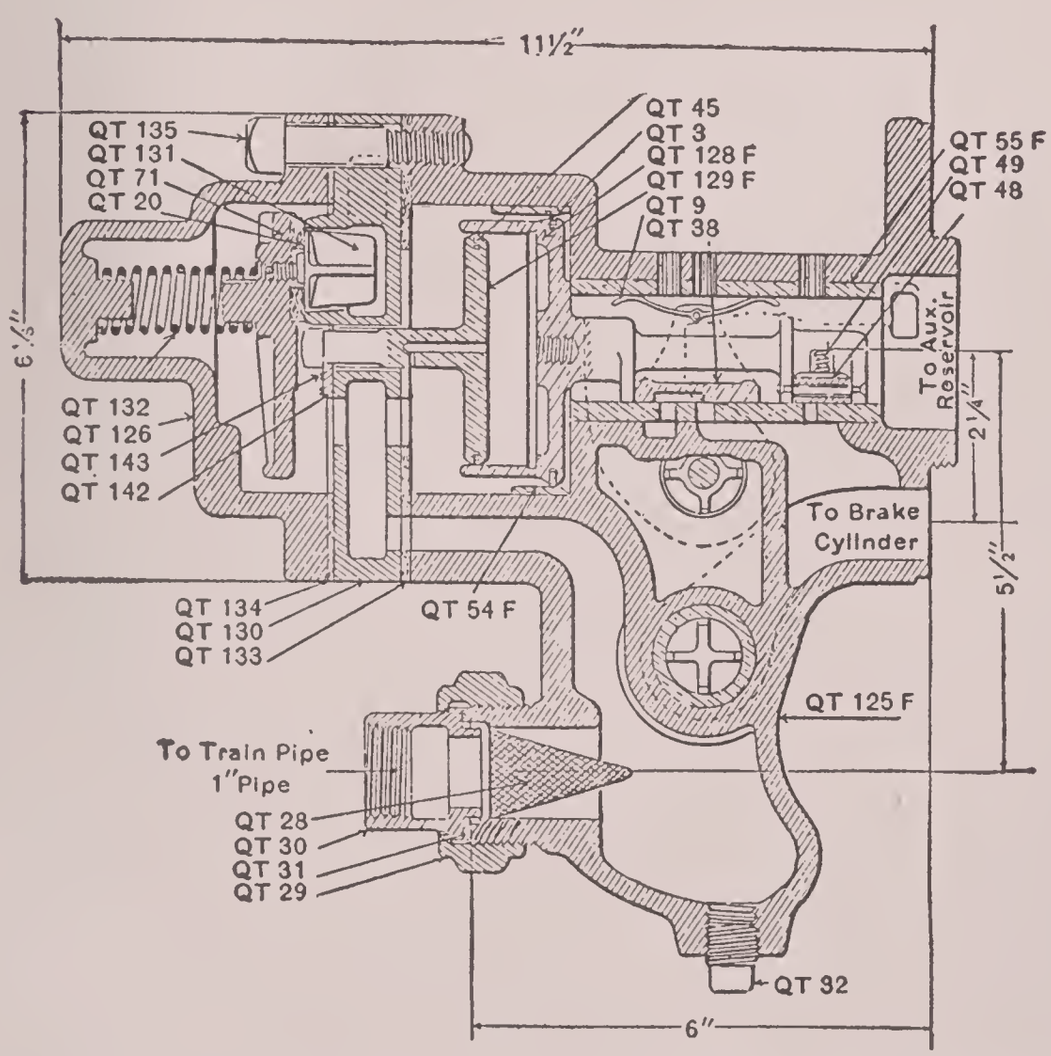


PLATE 107—FIG. 4. NEW YORK QUICK ACTION TRIPLE VALVE.

pipe pressure it graduates the movement of the main triple piston, so that when the main piston has made its full stroke it has not disturbed the rubber seated vent-valve (131), but has moved the graduating slide valve (48) to a position which opens the supply port from the

auxiliary reservoir to the brake cylinder, and at the same time has moved the exhaust slide-valve (138) forward

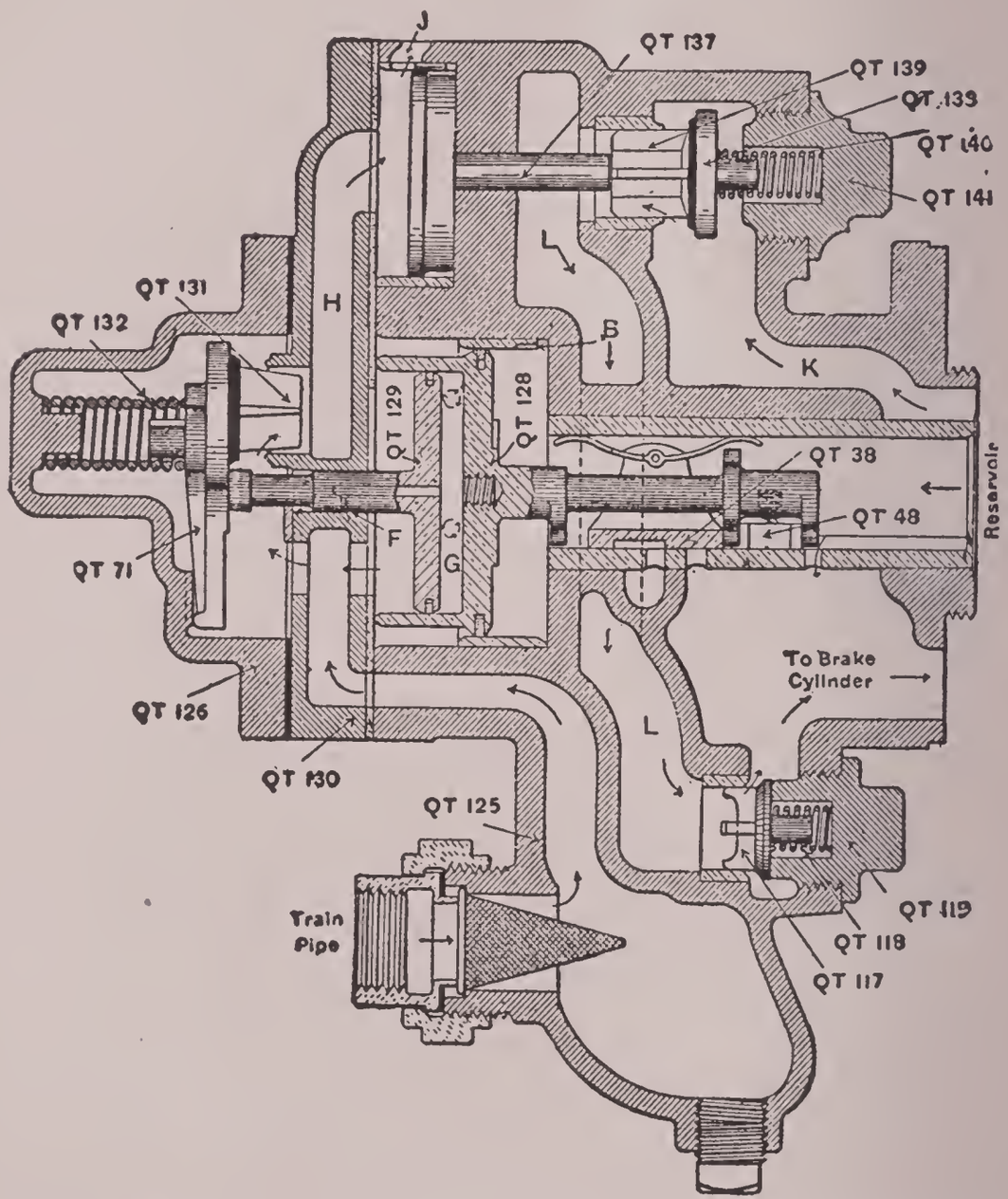


PLATE 108—FIG. 5. NEW YORK QUICK ACTION TRIPLE VALVE, EMERGENCY POSITION (SPECIAL VIEW FOR SHOWING EMERGENCY VALVE).

and closed the exhaust port from the brake cylinder to the atmosphere. When the main piston moves forward it gradually closes port F before all the pressure from

chamber G has exhausted, consequently when the auxiliary pressure has reduced to a degree slightly less than trainpipe pressure the air which is confined in chamber G expands and forces the main piston back just a little, which causes the graduating slide-valve to close the port

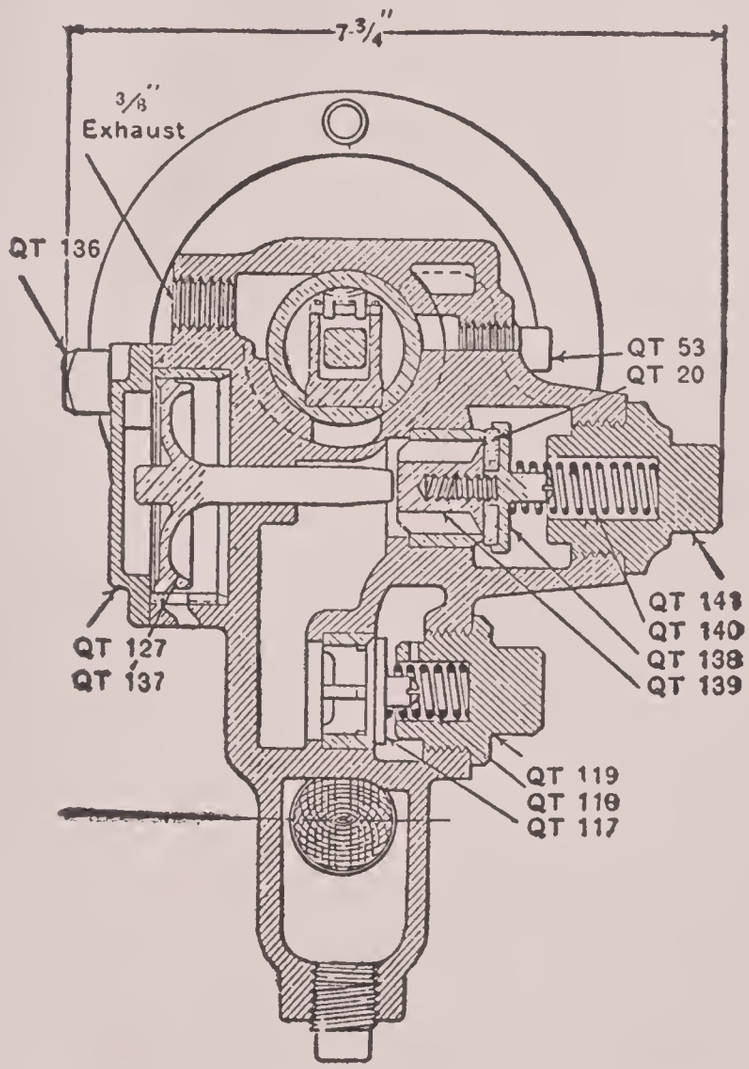


PLATE 109.—FIG. 6. NEW YORK QUICK ACTION TRIPLE VALVE.

from the auxiliary reservoir to the brake cylinder without disturbing the exhaust slide-valve that controls the exhaust port from the brake cylinder to the atmosphere. The triple is now in lap position as shown by Fig. 3.

The emergency action of the triple (Fig. 5) is brought

about as follows: The air cushion in chamber G cannot be reduced through port F as quickly as the trainpipe pressure is reduced, consequently when a sudden reduction is made on the trainpipe pressure it causes the auxiliary pressure to drive the main piston back so quickly that port F is closed before chamber G can empty itself, and with an air cushion between the two pistons you will at once see that the stem of the vent-piston strikes the rubber seated vent valve and drives it from its seat, which allows trainpipe pressure to pass into passage H and thereby forces the emergency piston (137) forward, which action not only opens port J to the atmosphere for the purpose of still further reducing the trainpipe pressure, but it also unseats the rubber seated emergency valve (139) which allows the auxiliary pressure to flow from chamber K by the rubber seated valve into chamber L, and unseat the non-return check valve, thereby causing the auxiliary reservoir pressure to quickly equalize with the brake cylinder. When the trainpipe pressure has reduced less than the auxiliary reservoir pressure the emergency valve (139) is forced to its seat and the brake cylinder pressure equalizes with the pressure in chamber L causing the non-return check valve to go to its seat, and it is held there both by the brake cylinder pressure and the spring (118).

THE NEW YORK COMBINED AUTOMATIC AND STRAIGHT AIR BRAKE VALVE (OLD STYLE).

The New York Straight Air Brake Valve performs the same functions as the Westinghouse, that is it applies the engine and tender brakes independent of the triple valve when the triple is in release position.

The New York straight air equipment consists of a

straight air brake valve, a reducing valve, a double check-valve, a brake cylinder gauge and a safety valve on the brake cylinder, the same as is used in the Westinghouse system, but the New York straight air valve is modeled after their automatic engineer's brake valve, for you will see by the diagram illustrating the straight air brake valve that the essential parts to this valve (aside from the case) is a slide-valve operated by a handle working over a quadrant. There are two oil plugs for the purpose of oiling the slide-valve seat, the same as with the automatic brake valve. There are two pipe connections and one exhaust. One pipe connection admits main reservoir pressure into the brake valve and the other pipe connection allows the pressure to pass into the brake cylinder.

There are four positions on the New York straight air brake valve as follows: Release, Lap, Service, and Emergency.

By looking at Fig. 1, Plate III, you will notice that the handle is in full release position, and brake cylinder pressure can pass under the slide-valve and out at the exhaust cavity. Should the handle be moved to lap position you will notice that the slide-valve will close the passage leading to the brake cylinder, thereby preventing main reservoir pressure from getting into the cylinder and also preventing the cylinder pressure from escaping to the atmosphere. Now should the handle be moved to the next notch, or service position, the slide-valve will be moved further back, thereby creating a small opening to the brake cylinder and allowing the engine brakes to be set gradually, but should the handle be thrown to emergency position the slide-valve will be moved still further back, so that the passage to the brake cylinder is wide open, which permits a quick rush of air

into the cylinders. Between the main reservoir and the straight air brake valve there is a reducing valve, Fig. 2, Plate 112, for the purpose of keeping the main reservoir pressure down to a predetermined standard, which is usually forty-five pounds.

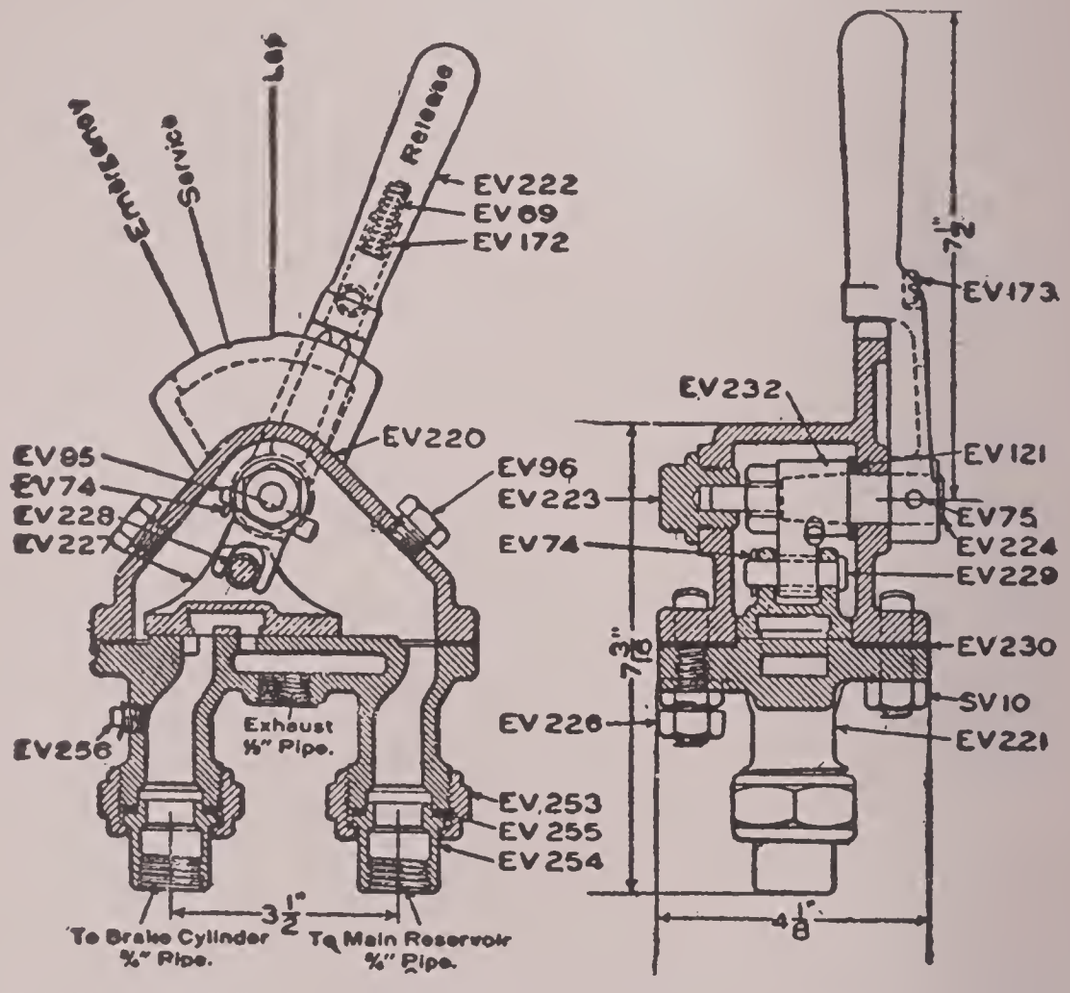


PLATE 111—FIG. 1. NEW YORK STRAIGHT AIR BRAKE VALVE.

The straight air reducing valve, as shown in Plate 110, is connected at one end to the main reservoir and at the other end to the straight air brake valve, and as the regulating spring is supposed to be screwed down to forty-five pounds, you will readily see by Fig. 2, Plate 112, that the force of the regulating spring will drive the diaphragm down so that it unseats the check-valve (26),

therefore when no air is in the brake cylinder the main reservoir pressure can pass by the check-valve and flow through the pipe connection leading to the straight air brake valve, and when the pressure under the diaphragm becomes a fraction greater than what the regulating

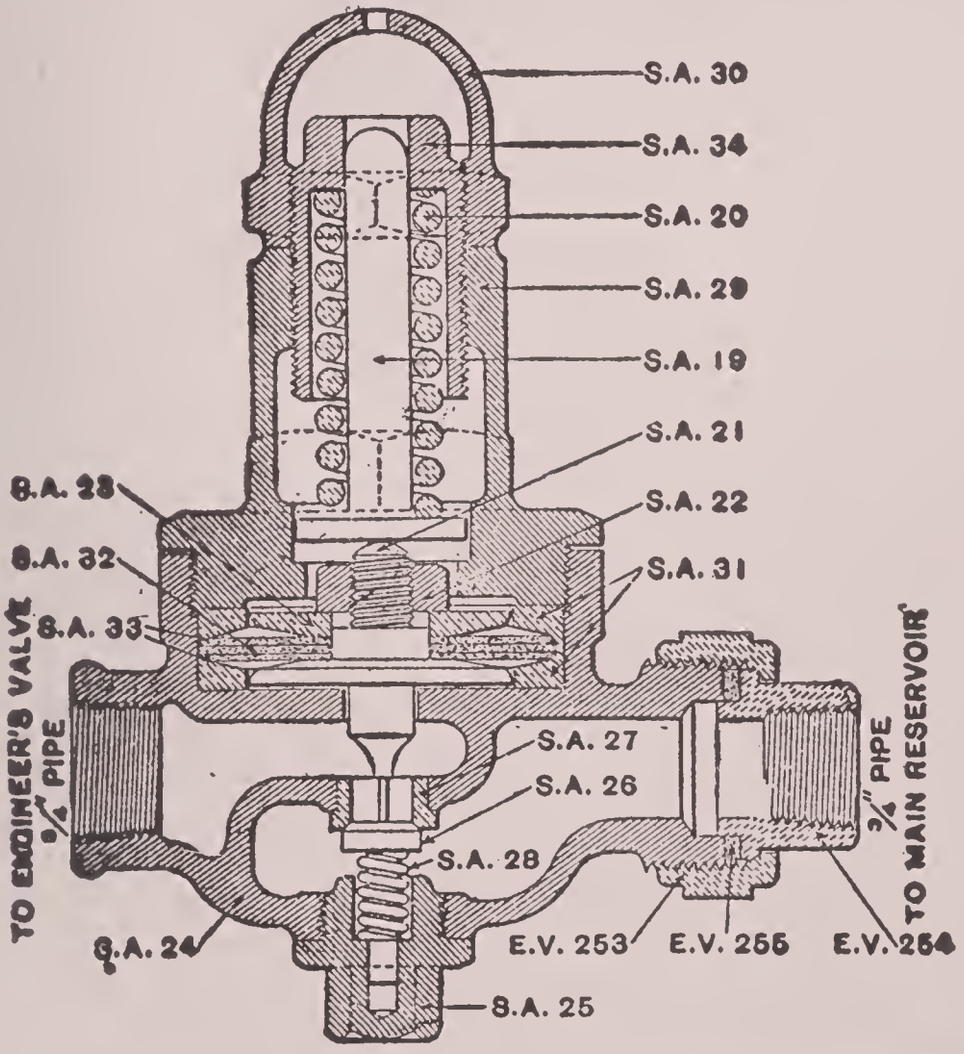


PLATE 112—FIG. 2. NEW YORK STRAIGHT AIR PRESSURE REDUCING VALVE.

spring (20) is set at, the diaphragm will be moved up, thereby allowing the check-valve to reseat and shut off the main reservoir pressure, but should the brake cylinder leathers leak, as soon as the leakage brings the pressure down below the tension of the graduating spring

the diaphragm will be forced down and again unseat the check-valve to admit main reservoir pressure.

This action you will see enables the engineer to place the straight air brake valve in service position and work under his engine with perfect safety, because he knows

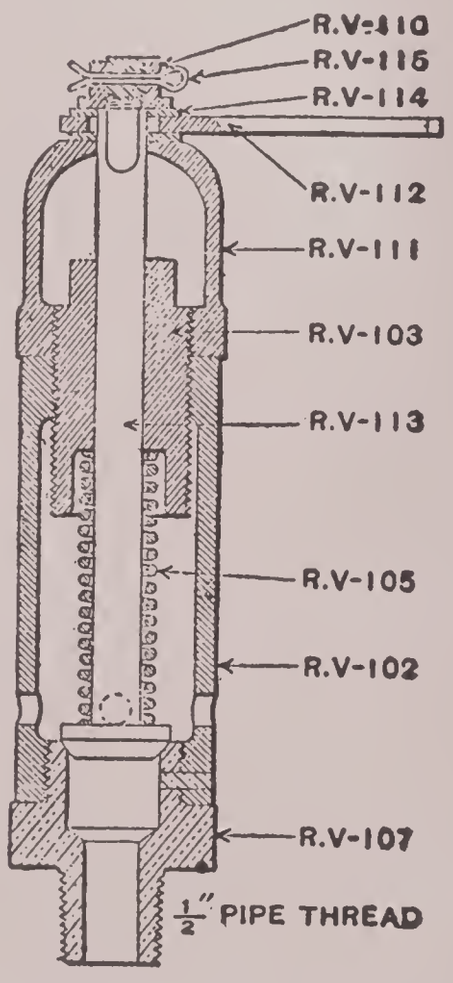


PLATE 113—FIG. 3. NEW YORK SAFETY VALVE, WITH HAND RELEASE.

that as long as the pump works the straight air brake valve will automatically supply main reservoir pressure to the brake cylinders, and keep the engine from moving.

One of the greatest benefits that the straight air brake valve confers in road service is that it enables the en-

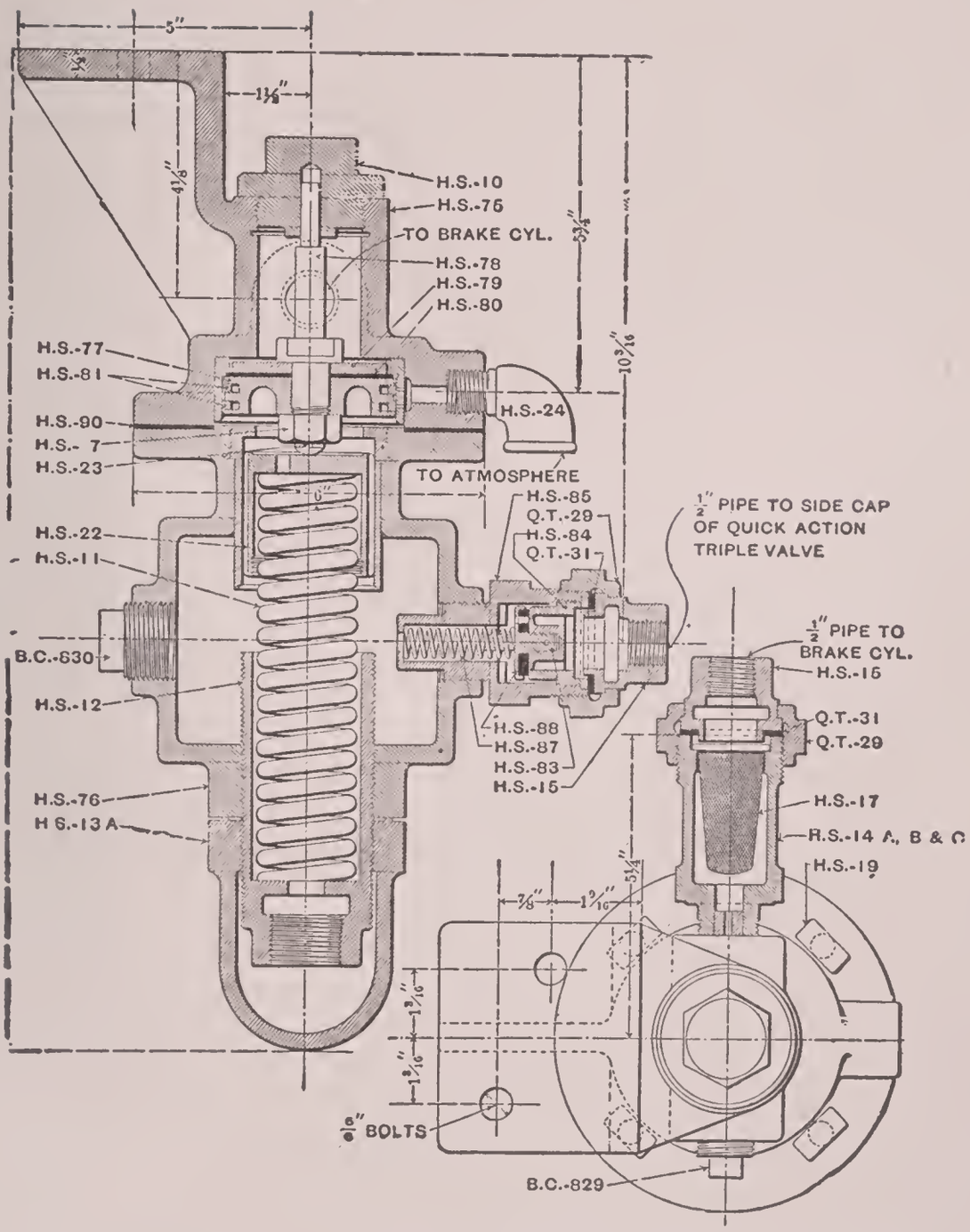


PLATE 114—FIG. 4. STYLE A, COMPENSATING VALVE, HIGH SPEED BRAKE.

gineer to set the engine brakes independently of the train brakes, so that in slowing down or in making a stop he can keep the train bunched, and thereby prevent a break-in-two.

The safety valve (Fig. 3, Plate 113), on the brake

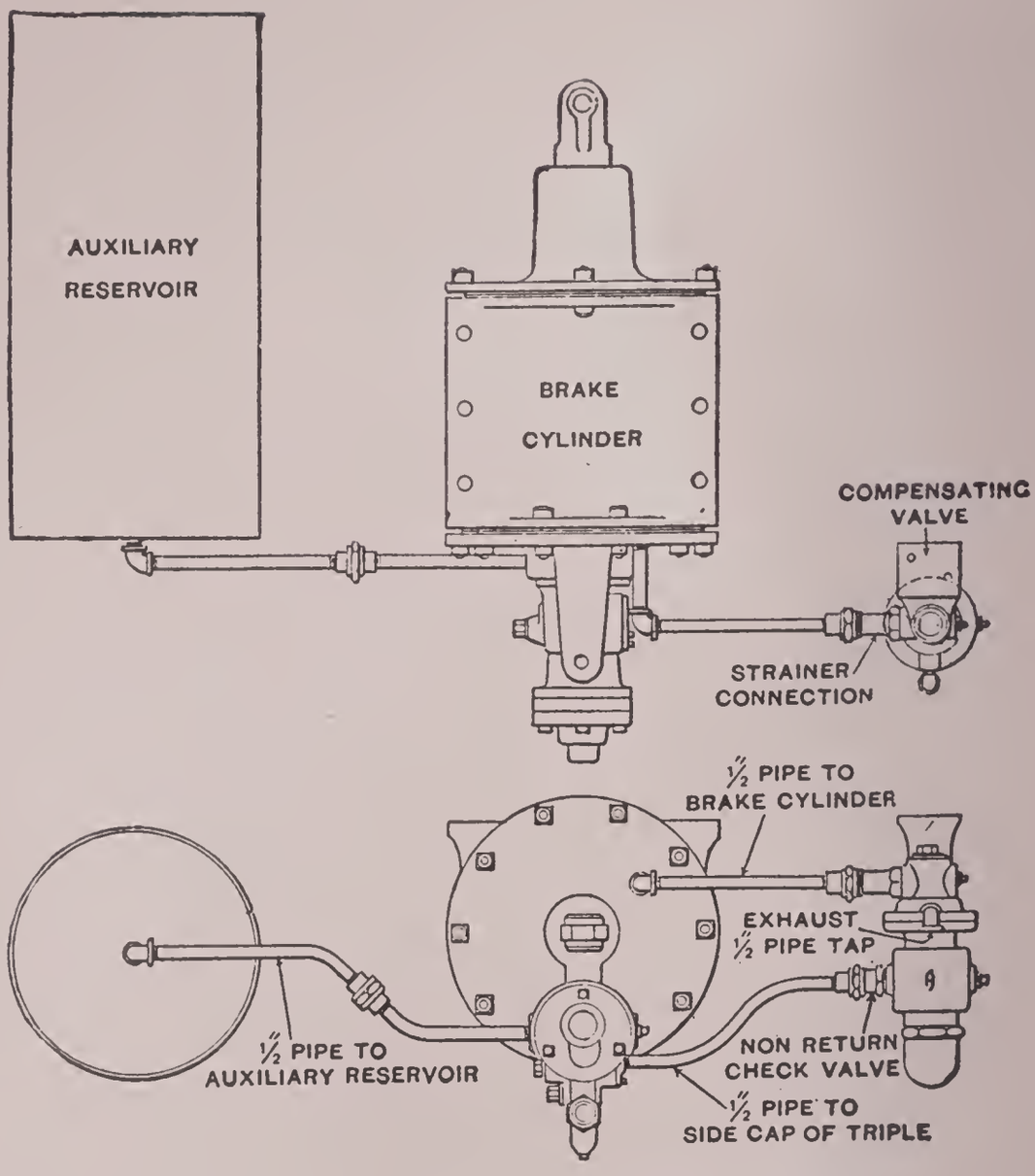


Diagram Showing Method of Piping Style A and A-1 Compensating Valve.

PLATE 115—FIG. 5. NEW YORK HIGH SPEED BRAKE.

cylinders is for the purpose of taking care of any leakage in the reducing valve, for should the check-valve of the reducing valve leak the main reservoir pressure would of course equalize with the brake cylinder pressure, and in order to prevent this the safety valve is

placed on the brake cylinder to allow any extra pressure that might get into the cylinders to automatically blow down.

The diagram which illustrates the general arrangement and method of piping the New York Combined Automatic and Straight Air Brake Valve (Plate 110), will show the relative positions of the several parts.

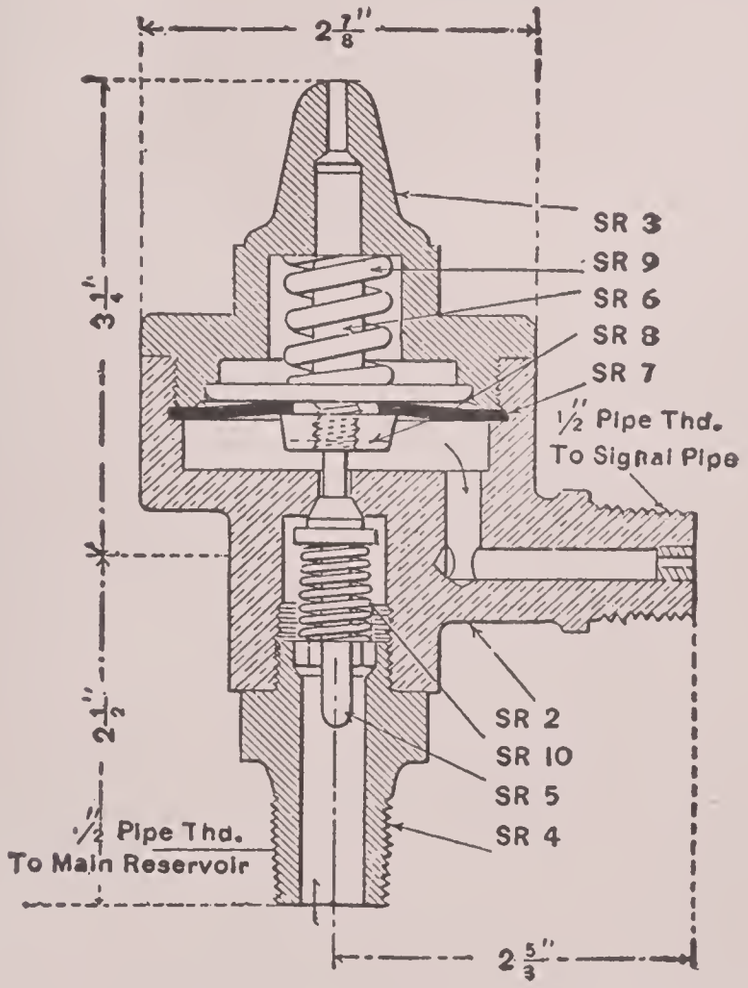
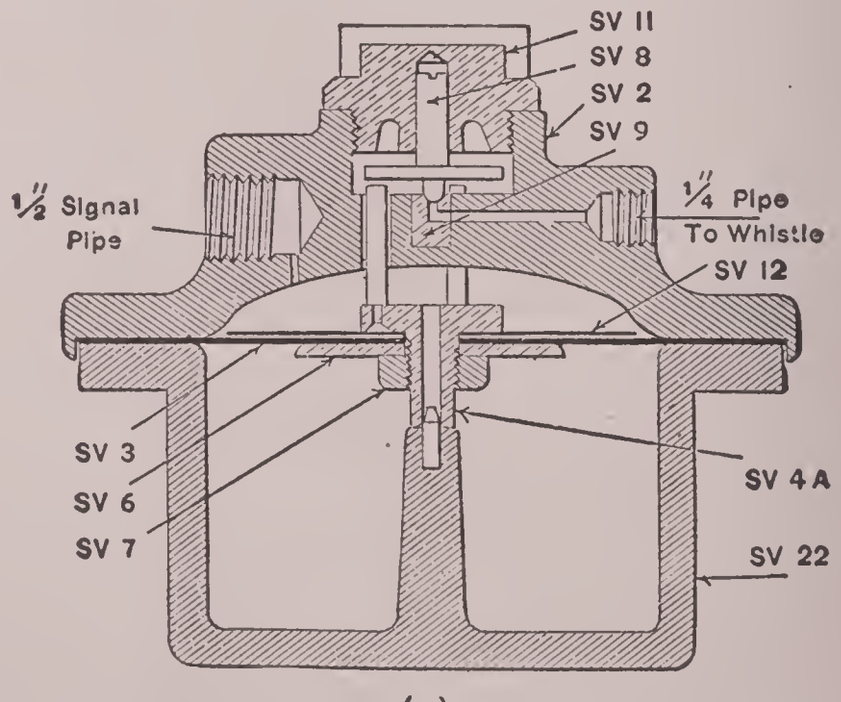


PLATE 116—FIG. 1. NEW YORK AIR SIGNAL PRESSURE REDUCING VALVE.

You will notice in the pipe that leads to the brake cylinders that there is a safety valve, and you will also notice in this same pipe there is a double check-valve which is the same as used in the Westinghouse system, which see. You will notice that from the brake

pipe there is shown in dotted lines another pipe on the end of which there is a cock. This cock is for opening the cylinders when descending heavy grades or in case of a hose bursting, thereby saving the engine tires from being loosened or skidded.

By noticing this same diagram you will see that on the tender there is also a safety valve, a double check-valve, and the line of pipe in dotted lines has a release cock on the end of it, the same as on the engine. These release cocks are placed one in the engine cab and the other in the gangway on the tender. The descending of long heavy grades makes it absolutely essential to have some means by which the engine and tender brake cylinder pressure can be reduced without having to release the train brakes, and we all know how important it is to release the engine and tender brakes when a hose bursts, providing we want to save the engine tires from being loosened or flattened. (See Section 5.)



(a)

PLATE 117— FIG. 2. STYLE B, NEW YORK AIR SIGNAL VALVE.

NEW YORK AIR SIGNAL EQUIPMENT.

The number of parts constituting the equipment of the New York Signal is the same as the Westinghouse, but the construction of the parts is somewhat different. The essential parts are a pressure reducing valve (Fig. 1, Plate 116); and air signal valve (Fig. 2), the car discharge valve (Fig. 3) and the signal whistle (Fig. 4).

The operation of the reducing valve is as follows: When the regulating spring (6) is screwed down to forty pounds it causes the diaphragm (8) to force the check-valve (5) from its seat, which allows the main reservoir pressure to flow by the check-valve into the diaphragm chamber and out at the pipe connection leading to the signal pipe, and when the signal pipe is charged up to a fraction over forty pounds it causes the diaphragm to be forced away from the check-valve, and thereby enables the check-valve to reseat and shut off main reservoir pressure. As soon as the signal pipe pressure is again reduced below the tension of the graduating spring, the diaphragm again unseats the check-valve and allows the main reservoir pressure to again flow into the signal pipe.

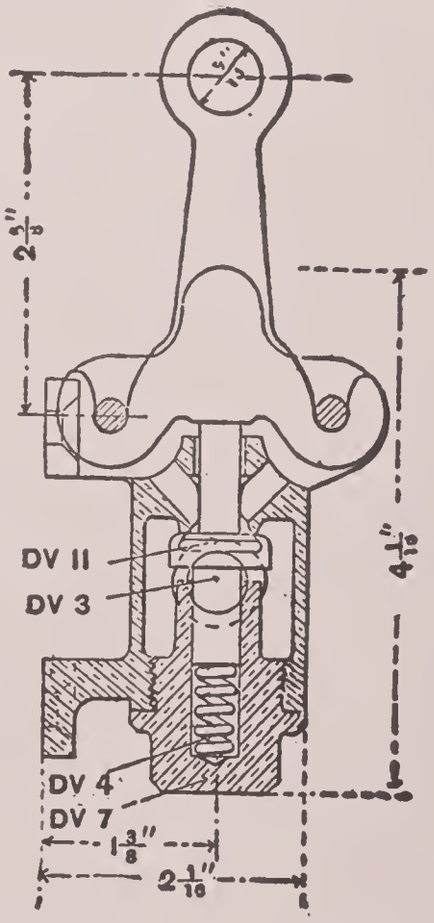


PLATE 118—FIG 3. CAR DISCHARGE VALVE.

The air signal valve (Fig. 2) is connected to the signal pipe and to the signal whistle, and when the pressure

from the signal pipe enters the signal valve it passes down through the port in the diaphragm stem into the lower air chamber, and equalizes on both sides of the diaphragm, and at the same time passes up into the air valve chamber and equalizes on both sides of that valve. When a sudden reduction is made from the signal pipe the air on the top side of the diaphragm is also reduced so that the pressure in the lower air chamber lifts the diaphragm and causes the upright pins which are fastened to the diaphragm stem to force the air valve (8) from its seat, and thereby permit the air from the lower chamber to blow into the whistle. As soon as the signal pipe pressure has stopped exhausting, the diaphragm is forced back to its seat, which allows the air valve to again drop to its seat. The same instructions regarding the manner of operating the air signal that governs the Westinghouse system apply equally as well to the New York Air Signal.

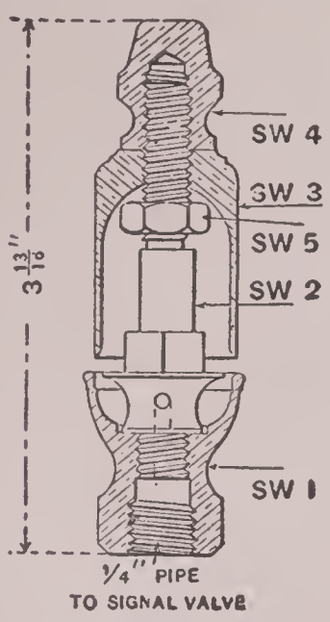


PLATE 119—FIG. 4.
SIGNAL WHISTLE.

QUESTIONS AND ANSWERS TO SECTION 4.

THE PARTS OF THE NEW YORK AUTOMATIC, HIGH SPEED AND STRAIGHT AIR BRAKE EQUIPMENT AND THEIR DUTIES.

Note.—As many of the answers given in Section 2 will apply equally to the New York Equipment the same as they do to the Westinghouse, whenever such is the case I will indicate the answer by referring to the answer in Section 2.

62. When an engine is equipped with the New York Automatic Quick Action Brake what are the essential parts and what are their duties?

Ans. See Question 2, Section 2.

63. What additional apparatus is needed to change the quick action equipment into the high speed brake?

Ans. A triplex pump governor and an automatic reducing valve for the engine and tender brake cylinders. The triplex governor with the New York equipment performs the same functions as the extra slide-valve feed-valve does with the Westinghouse brake; that is, it controls the pressure.

64. What apparatus is required on a freight car with the New York equipment?

Ans. See Question 7, Section 2.

65. What are the parts which constitute the equipment on a passenger coach?

Ans. See Question 8, Section 2.

66. When a passenger car is equipped with a high speed brake what additional apparatus is needed?

Ans. The compensatory valve connected to the brake cylinder, for the purpose of automatically reducing the cylinder pressure as the train slows down. The compensating valve of the New York brake is somewhat different from the Westinghouse High Speed Reducing Valve for the reason that it does not permit the cylinder pressure to begin to exhaust as quickly as it does with the Westinghouse valve. The compensatory valve is fully illustrated in Fig. 4 of Plate 114, and aside from the fact that it retards the brake cylinder pressure for a longer period, the general operation of it otherwise is the same as the Westinghouse High Speed reducing valve. Where the Westinghouse valve uses a slide-valve to control the exhaust the New York compensating valve performs this function with a piston, as shown in Fig. 4, Plate 114.

67. What is a main distinguishing feature between the New York and the Westinghouse 9½-inch pump?

Ans. The New York pump is duplex—that is, it has a double set of cylinders, two air cylinders and two steam cylinders. The steam cylinders are on the lower instead of on the top end, as on the Westinghouse.

68. Besides being a duplex pump, what other distinguishing feature is there to the New York pump, as compared with all the Westinghouse pumps excepting their new compound pump?

Ans. All of the New York pumps are not only duplex, but are also compound compressors, for the reason that the air cylinders have different diameters (the low pressure cylinder being equal to twice the size of the high pressure cylinder), and the air from the low pressure cylinder is passed into the high pressure cylinder and

again compressed before entering the main reservoir. Another distinguishing feature between the New York and Westinghouse pumps is that the valve gear of the steam end of the New York pump consists merely of a small reversing valve for each steam cylinder, whereas the Westinghouse pump not only has a reversing valve but also has a main steam valve gear, consisting of three pistons in the eight-inch pump and two pistons and a slide valve in the 9½-inch, 11-inch and new compound pump.

69. This being true, what particular fact should an engineer always keep in mind when operating a New York pump?

Ans. He should be careful not to allow the lubricator to feed oil too rapidly into the steam end of the pump, for the reason that as there are only two small slide-valves to lubricate besides the main pistons, if too much oil were allowed to get into the reversing valve chamber it would have a tendency to force the reversing valves from their seats and thereby lower the efficiency of the pump.

70. Why is it said that with the New York pump one measure of steam will generate three measures of air?

Ans. Because of the fact that the low pressure cylinder has a volume capacity twice that of the high pressure cylinder, and as the high pressure cylinder receives a charge of air direct from the atmosphere every time it makes a stroke, and as the piston does not make a second stroke until the low pressure cylinder has discharged its air into the high pressure cylinder, it means that on the return stroke of the high pressure piston a volume of air equal to three times the volume of the high pressure cylinder is forced into the main reservoir.

71. What is the principal difference in the construc-

tion of the No. 1, No. 2, No. 6, and No. 5 New York pump?

Ans. The general construction of all of these pumps is the same, except that the No. 6 and No. 5 pumps have two air inlets (one for each air cylinder) and two sets of receiving valves in the air cylinders. The lift of the air valve of the No. 5 pump is 3-16 of an inch, in order to accommodate a large volume of air, and all air valves are interchangeable.

72. Why does one piston wait for the other before making its return stroke?

Ans. Because the reversing valve under one piston controls the action of the opposite one.

73. What is the difference between the reversing valve of the New York and Westinghouse pumps?

Ans. The operation of the valve is the same, as both have a reversing-valve rod with a button on one end and a shoulder on the other, and a reversing-valve plate to move the rod up or down, but the reversing valve in the Westinghouse pump is made to control three ports, whereas the New York reversing valve is just a common D slide valve for the purpose of controlling two ports.

74. How is the air end of the New York pump oiled?

Ans. By an automatic oil cup in the head of the air cylinders by which the flow of the oil can be regulated. Shown in Fig. 3, Plate 83.

75. Can you explain the operation of the steam end of the New York pump?

Ans. When the pistons are at rest, and steam enters the pump from the boiler, it fills both of the slide-valve chambers with steam, and from the left-hand chamber live steam passes through port B to the under side of the right-hand piston and through port C, which leads from the right-hand chamber to the top side of the left-hand

piston. When the right-hand piston is forced up it shifts the position of the right-hand reversing valve so that port C is connected to the exhaust port F, and port A is opened from the reversing valve chamber to the under side of the left-hand piston, which causes that piston to be forced up. As the exhaust passage from the right-hand piston is controlled by the left-hand slide-valve, the right-hand piston will remain up until the left-hand piston has made its stroke and pulled the reversing valve up, which connects port B from the under-side of the right-hand piston with the exhaust passage F, and at the same time opens port D so that live steam can get on top of the right-hand piston and drives it down. When this piston has made its full down stroke it again changes the right-hand reversing valve so that port C exhausts the steam of the left-hand piston, and port A is again opened and admits steam from the right-hand slide-valve chamber to the under side of the left-hand piston, as shown in Fig. 3, of Plate 83.

76. Can you explain the operation of the air end of the pump?

Ans. With the No. 1 and No. 2 pumps the intermediate valves and receiving valves are located between the air cylinders, consequently when the high pressure cylinder receives a charge of atmospheric pressure the lifting of the receiving valve also lifts the intermediate valve until the pressure has been equalized inside and out of the air cylinders, whereas with the No. 6 and No. 5 pump each cylinder has its own separate set of receiving valves, so that the intermediate valves are not moved excepting when air is passed from the low pressure to the high pressure cylinder. The reason the air valves are lifted and again reseated in response to the action of the piston is explained in Question 16 of Section 2.

77. What is the stroke of the piston in the several New York pumps?

Ans. The No. 1 and No. 2 is nine inches, the No. 6 is ten inches, the No. 5 is twelve inches.

78. What are the diameters of the steam and air cylinders of the several pumps?

Ans. The steam cylinders of the No. 1 pump are five inches, the No. 2 and No. 6 are 7 inches, and in the No. 5 pump they are 8 inches. The high pressure air cylinders in all pumps are the same in diameter as the steam cylinders. The low pressure air cylinder of the No. 1 pump is seven inches; the No. 2 is 10 inches, the No. 6 is eleven inches, and the No. 5 is twelve inches. The No. 6 pump is made to take the place of the No. 2.

79. Why are the intermediate valves called by that name?

Ans. Because these valves are intermediate between the low and high pressure air cylinders.

80. What difference is there in the way in which the pump governor is connected up with the New York equipment as compared with the Westinghouse?

Ans. As the New York Brake Valve has an excess pressure valve instead of a trainpipe governor, it follows that the pump governor must be connected to the trainpipe pressure, and as the action of the brake valve is such that communication from the trainpipe and pump governor is shut off when the handle is in any position except running and full release, it makes it necessary to use the Duplex governor with the New York Brake Valve, in order to prevent main reservoir pressure from getting too high.

81. What is the difference between an ordinary governor and a duplex governor?

Ans. The duplex governor is one in which there are

two air portions, so that the regulating spring on one portion can be set at one pressure and the other at a different pressure.

82. With an ordinary automatic brake at what pressure is the duplex governor set?

Ans. The air portion of the governor which connects to the trainpipe is usually set at seventy pounds and the portion which is connected to the main reservoir is set at ninety pounds, when these pressures are used as standards.

83. What is a triplex governor?

Ans. A governor with one steam portion and three air portions.

84. For what purpose is the triplex governor used?

Ans. For the high pressure control or high speed brake. For with a triplex governor one trainpipe portion can be set at seventy pounds, the other trainpipe portion at ninety pounds and the main reservoir pressure at 110 pounds, or they can be set at whatever pressure is desired.

85. What object is there in having two degrees of trainpipe pressure?

Ans. By closing the cut-out cock on the governor pipe leading to the low pressure air portion it will enable the engineer to change the automatic brake into either the high pressure control or high speed system.

86. How many positions are there on the New York Engineer's Brake Valve?

Ans. Nine, as service position is divided into five notches which represent trainpipe reductions of about 5, 8, 11, 16 and 23 pounds.

87. How is the excess pressure gotten with the New York B-1 Brake Valve?

Ans. By placing the handle in running position the excess pressure is accumulated *before* any pressure enters

the trainpipe, for when the handle is in this position main reservoir pressure must be greater than the tension of the regulating spring of the excess pressure valve before it can lift that valve from its seat.

88. When the handle is in running position how does the air get from the main reservoir into the trainpipe?

Ans. It enters the brake valve through passage B into chamber B and passes through port E of the seat of the slide-valve through cavity M in the slide-valve and through port A in the slide-valve seat into chamber A, which is the same as trainpipe, as shown in Fig. 3 of Plate 96.

89. When the handle is in full release position how does the main reservoir pressure get into the trainpipe?

Ans. It passes direct from chamber B by the end of the main slide-valve through port A into the trainpipe.

90. In making a service application how does the air exhaust from the trainpipe?

Ans. By way of ports F and G in the main slide-valve and out through exhaust passage C, as shown in Fig. 5, Plate 98.

91. In making an emergency application how does the air exhaust from the trainpipe?

Ans. By way of the large ports J and K and exhaust passage C, as shown in Fig. 7, Plate 100.

92. What causes the New York Brake Valve to automatically lap itself?

Ans. When the handle is placed in any one of the service graduating notches it causes the main slide-valve to be moved so that port F is uncovered and the top end of port O in the slide-valve seat is closed, consequently when trainpipe pressure is reduced slightly less than the pressure in the supplementary reservoir, that pressure forces the equalizing piston back, which causes the cut-off

valve to gradually close port F and stop the trainpipe pressure from further exhausting.

93. How does air get into the supplementary reservoir?

Ans. In either running or release position the air that feeds into the trainpipe lifts the ball check-valve in the equalizing piston and allows trainpipe pressure to flow into chamber D on through passage H into the supplementary reservoir with the B-1 Brake Valve.

94. For what purpose is the vent-valve in the end of the equalizing piston?

Ans. When the handle of the brake valve is in either release or running position the top end of port O connects with cavity P and exhaust cavity C, so that if the bottom end of passage O were not closed it would not only drain the supplementary reservoir but would make a constant leak from the trainpipe.

95. In making a service application with the New York Brake Valve what should the engineer do if the automatic lap feature should fail to operate?

Ans. After he has exhausted the required amount of trainpipe pressure the handle should be placed on positive lap position.

96. With the New York Brake Valve, would the length of the train have anything to do with the way in which a service application should be made?

Ans. Yes, for with a train of four cars or less if the handle was not placed upon the first notch to start with, it is likely to cause an emergency application for the reason that the small trainpipe volume would rush out so rapidly as to cause a sudden reduction of trainpipe pressure, but with a train of five cars or more there is sufficient volume of trainpipe to overcome this difficulty.

97. What defects would destroy the automatic lap feature of the New York Valve?

Ans. There are several. Should the small cut-off valve become scratched, or should the connecting arm become bent so as to prevent the valve from seating, or should the packing of the piston leak so as to permit the pressures to equalize, or should there be any leak from the supplementary reservoir, any one of these would prevent the automatic lap.

98. Is there any material difference in the method of regulating the New York pump governor from that of the Westinghouse?

Ans. No, as both governors will shut off at a lower pressure by loosening the regulating nut, and will carry a higher pressure by screwing down on the regulating nut.

99. What is the essential difference in the manner of producing quick action with the New York triple as compared with the Westinghouse?

Ans. In either case a sudden reduction is necessary, but the difference is that with the Westinghouse triple a portion of the trainpipe pressure enters the brake cylinder, whereas with the New York quick action triple the trainpipe pressure is exhausted to the atmosphere when an emergency application is made.

100. What is the object of the piston which works in conjunction with the main slide-valve piston of the New York quick action triple?

Ans. It takes the place of the graduating spring of the Westinghouse triple, for the reason that trainpipe pressure fills the space between these two pistons, and when a reduction is made on the trainpipe pressure the pressure between the two pistons is partially confined so that it acts as a cushion for the main slide-valve piston; but

should the trainpipe pressure be reduced suddenly these two pistons would be kept apart on account of the air not being able to get from between them quick enough, and consequently the stem of the smaller piston would strike against the emergency vent valve, marked 71, which would permit trainpipe pressure to enter passage H and cause piston 137 to unseat check valves 139 and 117, and thereby produce an emergency application of the brake.

101. How does the New York Quick Action Triple Valve operate?

Ans. When trainpipe pressure enters the triple at the strainer it fills the cavity back of the rubber seated vent valve and at the same time it passes through the feed groove into the auxiliary reservoir. It is fed through a port in the stem of the vent piston which allows air to charge up the chamber between the vent piston and the main triple piston, so that when trainpipe pressure is reduced, which causes the auxiliary pressure to force the main piston back, the air that is between the vent piston and the main piston does not entirely escape, and consequently when the trainpipe and auxiliary pressures equalize, the portion of air confined between the piston and the main piston expands and moves the main piston ahead, which closes the supply port between the auxiliary and the brake cylinder, thereby lapping the triple valve.

102. What is the action of the triple in an emergency application?

Ans. When a sudden reduction is made on the trainpipe pressure the main piston is moved so quickly back that the port in the vent piston is kept closed, and as a consequence the air between the two pistons keeps them apart, which results in the stem of the vent piston striking against the vent valve, thereby unseating it and allowing

trainpipe pressure to get into passage H, and drive the emergency piston against the rubber seated quick action valve, which action permits the auxiliary pressure to rush into chamber L and unseat the non-return brake cylinder check valve, thereby allowing the auxiliary and brake cylinder to quickly equalize. When the air in passage H forces the emergency piston forward it opens a small exhaust port which allows a further reduction in the trainpipe pressure, and as the reduction is at once felt by the next triple, it causes all other triples in the train to act quickly.

103. How is the brake released?

Ans. The same as with the Westinghouse triple, that is when the trainpipe pressure is raised higher than that in the auxiliary, the main triple piston is forced back so that the exhaust cavity in the slide-valve connects the brake cylinder with the atmosphere.

104. As there are two packing rings in the New York Triple Valve, does this fact have a tendency to cause the triple to fail to release properly?

Ans. No. But should the port in the vent piston become clogged after the auxiliary is charged it is likely to produce an emergency application when making a service application, for the reason that, if the air which is between the two pistons cannot be reduced about as fast as the trainpipe pressure, the stem of the vent piston will unseat the vent valve and cause an emergency application.

105. What care should be given to the New York triple?

Ans. Just the same as with the Westinghouse, or any other triple, for you cannot expect to keep machinery in proper working order if it is not looked after.

106. What is the principal difference in the construction of the New York Straight Air Brake Valve as compared with the Westinghouse?

Ans. The New York Straight Air Brake Valve contains a slide valve, and has four positions, whereas the Westinghouse Straight Air Brake Valve contains two lift valves and has only three positions. The general pipe arrangement is the same and both systems require double check valves, safety valves, two extra release valves, gauges, etc.

107. How does the Straight Air Brake Valve operate?

Ans. There is a pipe from the main reservoir, on which there is a reducing valve set at 45 pounds, and the other end of this pipe is connected to the straight air brake valve, so that when the handle of the valve is moved so that the slide-valve uncovers the port leading into the brake cylinder, main reservoir pressure can then pass through the reducing valve, through the brake valve and into the brake cylinder until the cylinder pressure becomes slightly greater than the tension of the regulating spring in the reducing valve, when the flow of air is shut off from the main reservoir automatically. Should the handle of the brake valve be moved to service position for just a short time and then brought back to lap there would only be a partial application of the brakes, for the reason that the movement of the slide-valve would prevent air from getting into the cylinder regardless of the action of the reducing valve.

108. When an engine is equipped with the New York or Westinghouse Straight Air Brake Valve, and if the two additional release valves should be omitted, could the brakes on the engine be released with the straight air brake valve when a hose bursts? Why?

Ans. No. For with the ordinary straight air brake valve equipment the double-check valve would prevent the passage of brake cylinder pressure in one direction and the slide-valve in the triple would prevent it from exhausting in the opposite direction, and it is therefore on account of this fact that the two additional release valves are necessary with the old style straight air equipment.

109. For what purpose is the double-check valve?

Ans. It is to automatically close communication between the brake cylinder and the straight air brake valve when auxiliary pressure is flowing into the brake cylinder, and also to shut off communication between the brake cylinder and the triple when the straight air brake valve is being used.

110. Should an engine be equipped with the two additional release valves besides the straight air valves, could they be used to release the engine brakes quick enough to prevent the shock of cars against the engine when the hose bursts? Why?

Ans. No. For the reason that these additional release valves are connected merely to the brake cylinders, and should the brake cylinders on the engine and tender be of the larger style used in modern practice, the auxiliary reservoir pressure would continue to flow into the brake cylinders even though the brake cylinder exhaust valves were kept open, and thereby prevent the brakes from releasing quick enough to avoid the shock.

111. What additional equipment would therefore be needed in order to quickly release the brake cylinder pressure on engine and tender when a hose bursts in order to avoid the shock and minimize the possibility of buckling the train?

Ans. It would be necessary to have additional exhaust

valves connected to the auxiliary reservoirs on the engine and tender, that is in addition to the straight air brake valve there should be four additional valves in order to insure a quick release of engine and tender brakes.

112. With these additional valves could the straight air brake valve be used to retain the automatic application of the locomotive brakes without making a straight air application, that is without using the main reservoir pressure, while the train brakes are being released?

Ans. No. For the reason that in order to retain the automatic application of the engine brakes with the old style straight air equipment it is necessary to control the triple exhaust ports on both the engine and the tender, which would require retaining valves in addition to the valves already mentioned.

113. With the New York high speed brakes is it necessary to have quick action triples on the tender?

Ans. No. But they may be used if desired.

114. Why is it that with the high speed brake a train-pipe pressure of 110 pounds can be used and still avoid sliding the wheels?

Ans. For the reason that with the high speed brake all wheels on the engine, tender and cars are braked, and therefore the braking power is applied more uniformly than it used to be in former days. When the power is applied to all wheels alike the danger of sliding wheels is reduced to the lowest possible point, and on accoun of this fact some systems of air brakes are now using only one triple valve on the locomotive and tender in order to secure this result.

115. For what purpose is the compensating valve used in the high speed brake?

Ans. It is a safety valve for the purpose of auto-

matically exhausting the brake cylinder pressure when it gets higher than it should.

116. At what pressure should the compensating valve exhaust?

Ans. When the pressure in the brake cylinder becomes greater than 60 pounds the compensating valve should operate to let off all pressure above that amount before the speed of the train is materially reduced, in other words, it would maintain the cylinder pressure at about 75 pounds for a few seconds but would close the exhaust when the cylinder pressure had dropped to 60 pounds.

117. Is there any material difference in the number of parts comprising the New York whistle signal equipment compared with the Westinghouse?

Ans. No. Both systems require a whistle, a signal valve, a reducing valve, whistle signal pipe and car discharge valve, and in order to blow the whistle with either system it is simply necessary to exhaust the pressure from the signal pipe, which action causes the signal valve to operate and allow the air to pass to the whistle.

118. Is there any material difference between the New York retaining valves and those of the Westinghouse?

Ans. None, so far as the operation and handling is concerned.

Ques. After making a service application can the engine brakes be independently released with the B-2 brake valve?

Ans. No; the independent release valve must be used, as the B-2 valve does not operate independently of the double check valves. The same is true of the B-3.

SECTION 5.

CHAPTER V.

THE DUKESMITH AIR BRAKE EQUIPMENT—THE E. C. NO. 4 AND NO. 6 COMBINED AUTOMATIC AND STRAIGHT AIR SYSTEMS: THEIR PARTS AND THEIR DUTIES.

As the tendency of modern railway practice is to heavy motive power and long trains, these conditions demand additional safeguards which have not heretofore been supplied by other Air Brake Companies, and in order to provide means of overcoming the existing difficulties the Dukesmith Air Brake Company of Pittsburg. Pa., are now manufacturing what is known as the Dukesmith No. 4 Locomotive Brake Equipment and the Dukesmith No. 6 E C Locomotive Brake Equipment.

The Dukesmith No. 4 Locomotive Brake Equipment consists of the Dukesmith No. 4 brake valve working in combination with a standard Westinghouse G-6 or New York B-1 engineer's automatic brake valve, together with a reducing valve, an auxiliary stop valve, an automatic triple control valve, a safety valve, one plain triple, and the usual brake cylinders, main reservoir and pump.

The Dukesmith No. 4 Locomotive Brake Equipment enables an engineer to independently operate the train and engine brakes or work them together, as conditions may require. With this equipment only one triple valve is required for the engine and tender, and the functions

performed by this equipment are practically the same as those performd by the Westinghouse E T equipment, consequently the instructions for manipulating the two brake valves are virtually the same as those given for the E T equipment.

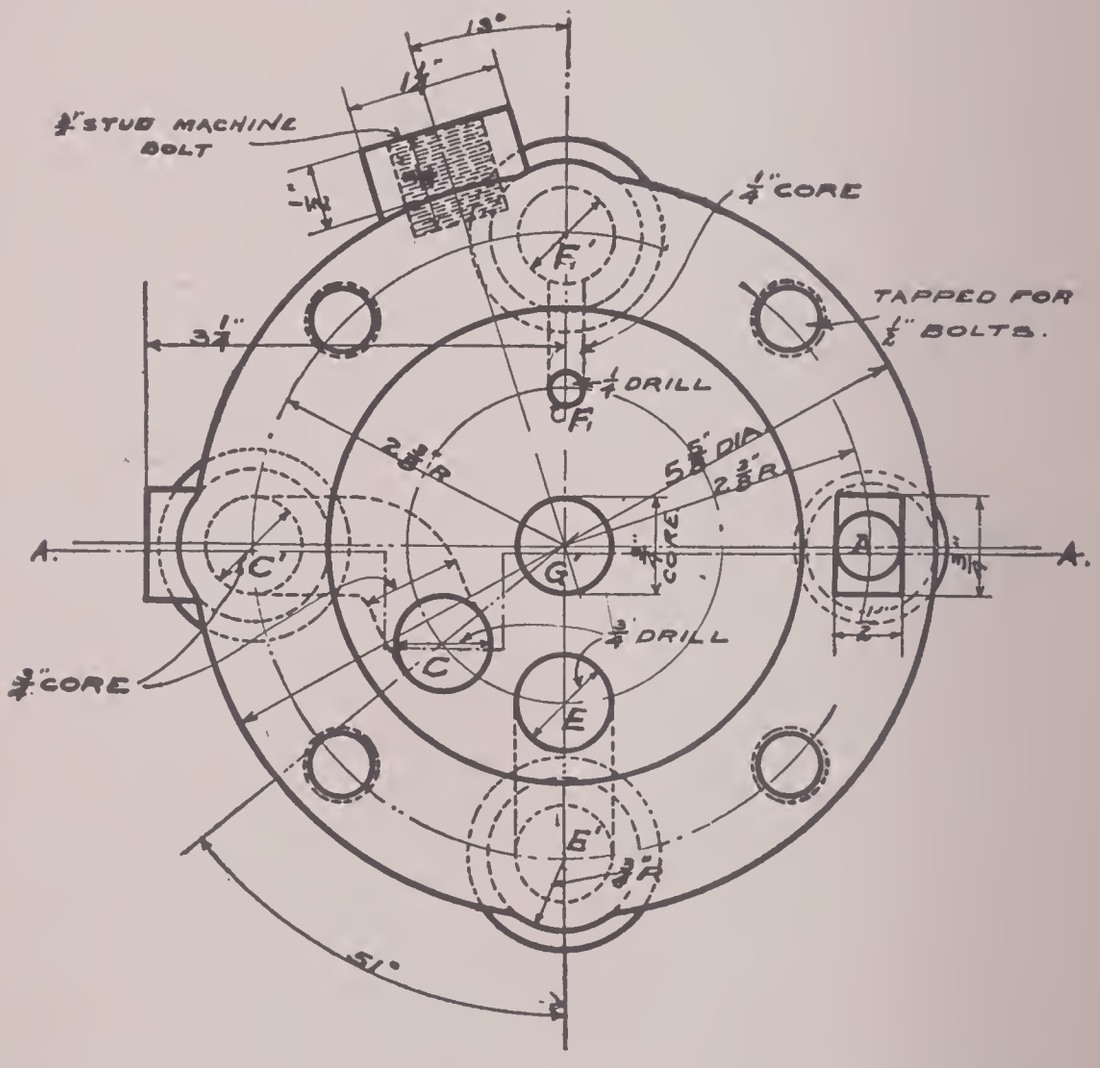
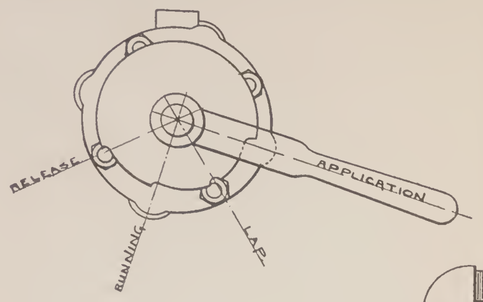
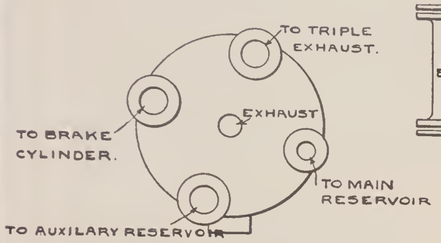


PLATE 121—A VIEW OF THE ROTARY SEAT OF THE DUKESMITH NO. 4 BRAKE VALVE.

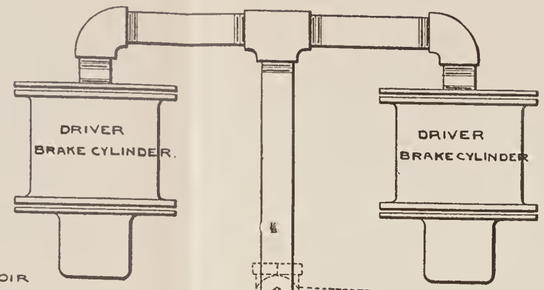
Plate 119 shows a diagrammatic arrangement of the Dukesmith No. 4 Locomotive Brake Equipment. The No. 4 brake valve, aside from the casing and handle, consists merely of a flat rotary valve. The rotary valve has a cavity on the under side and a half-inch port directly

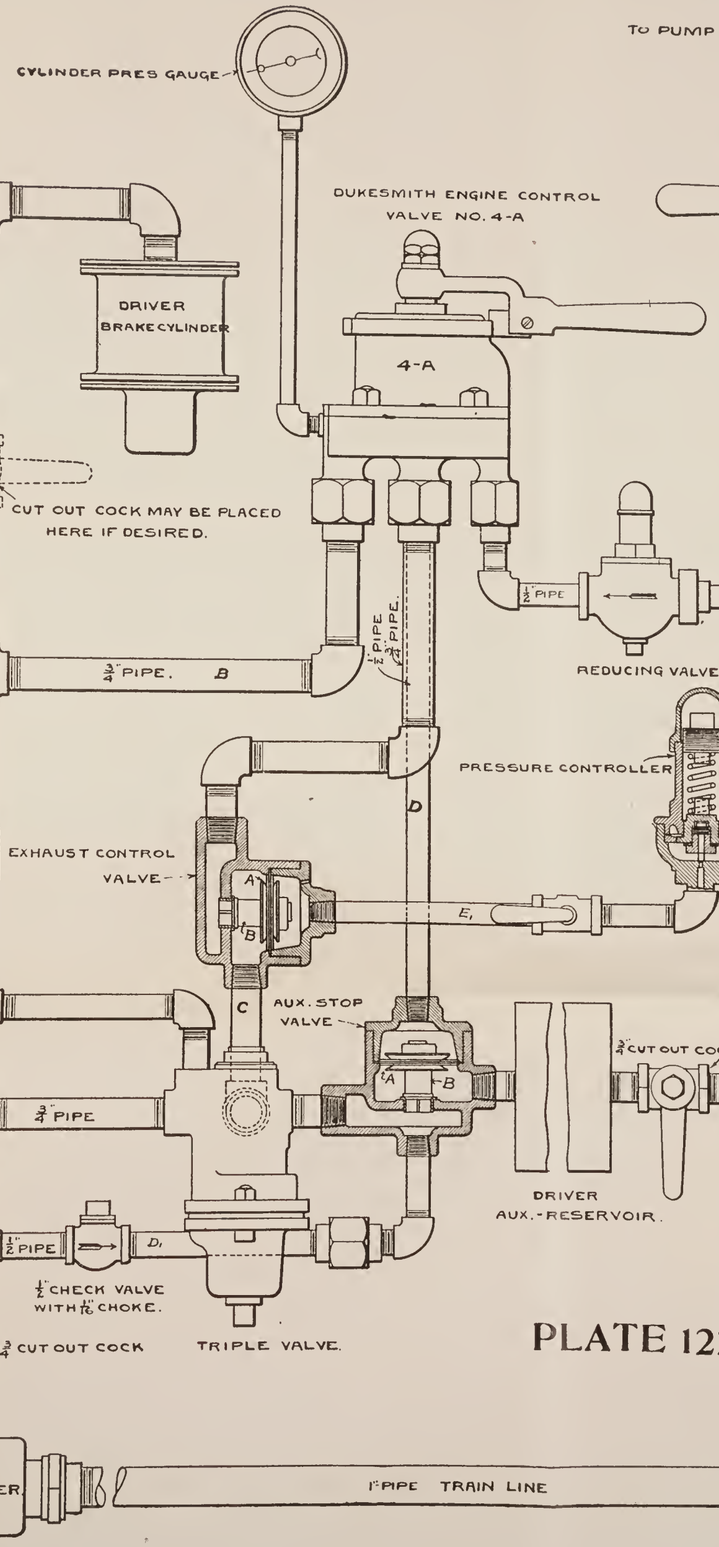
POSITIONS OF HANDLE ON DUKESMITH NO. 4-A VALVE

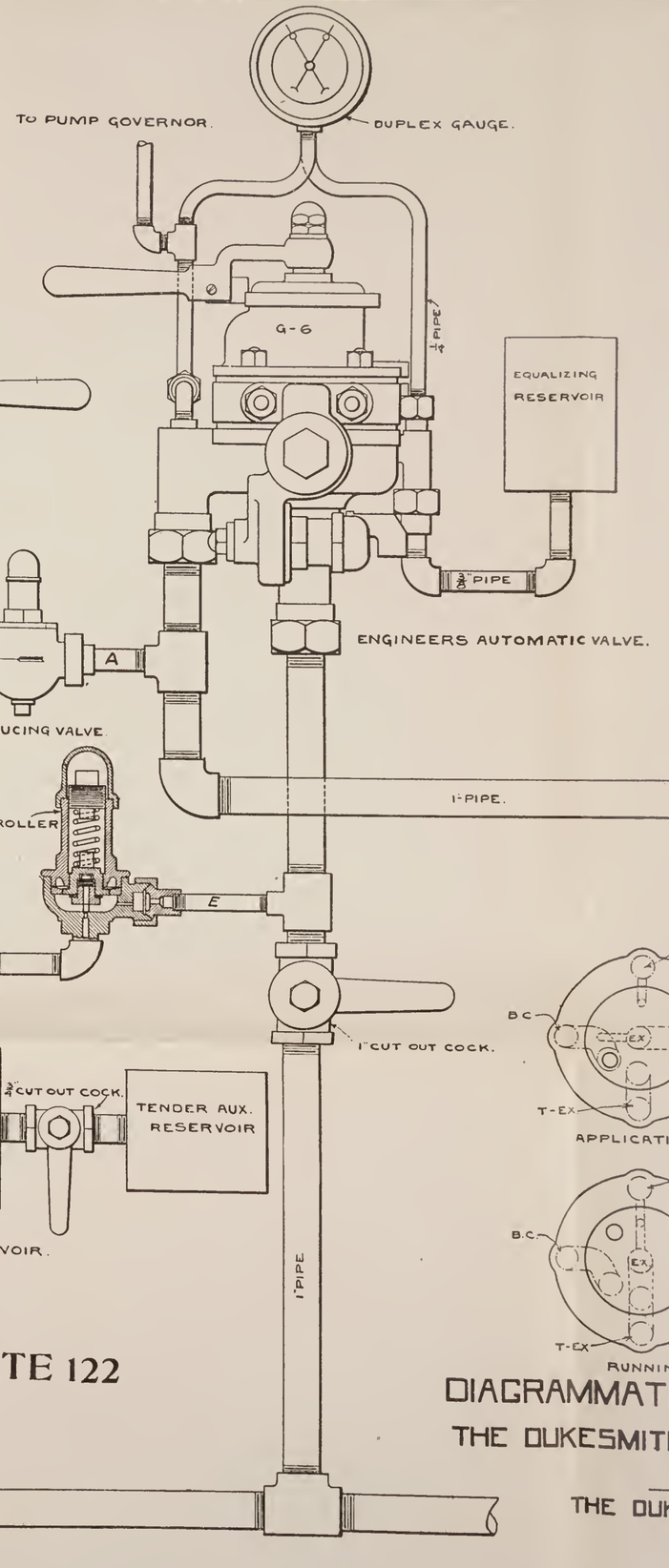


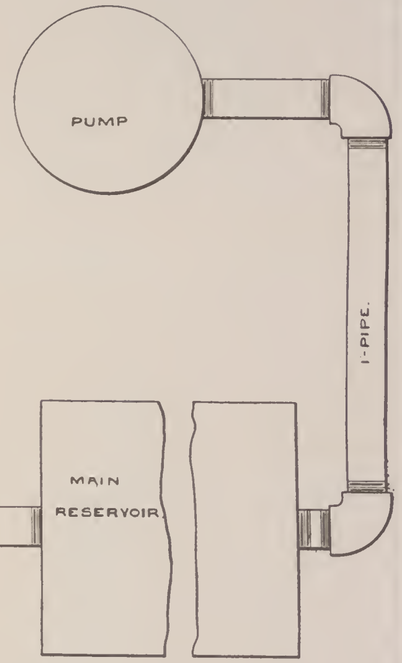


BOTTOM VIEW OF NO.-4-A-VALVE.









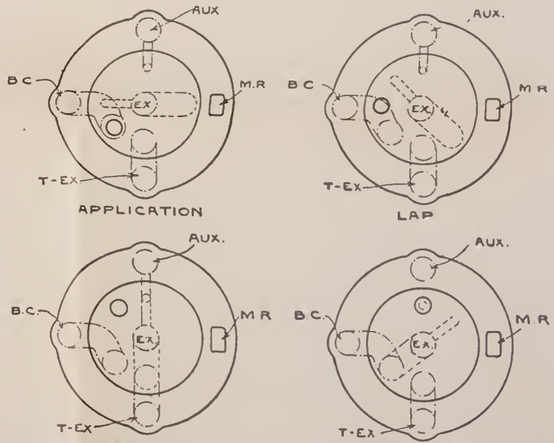
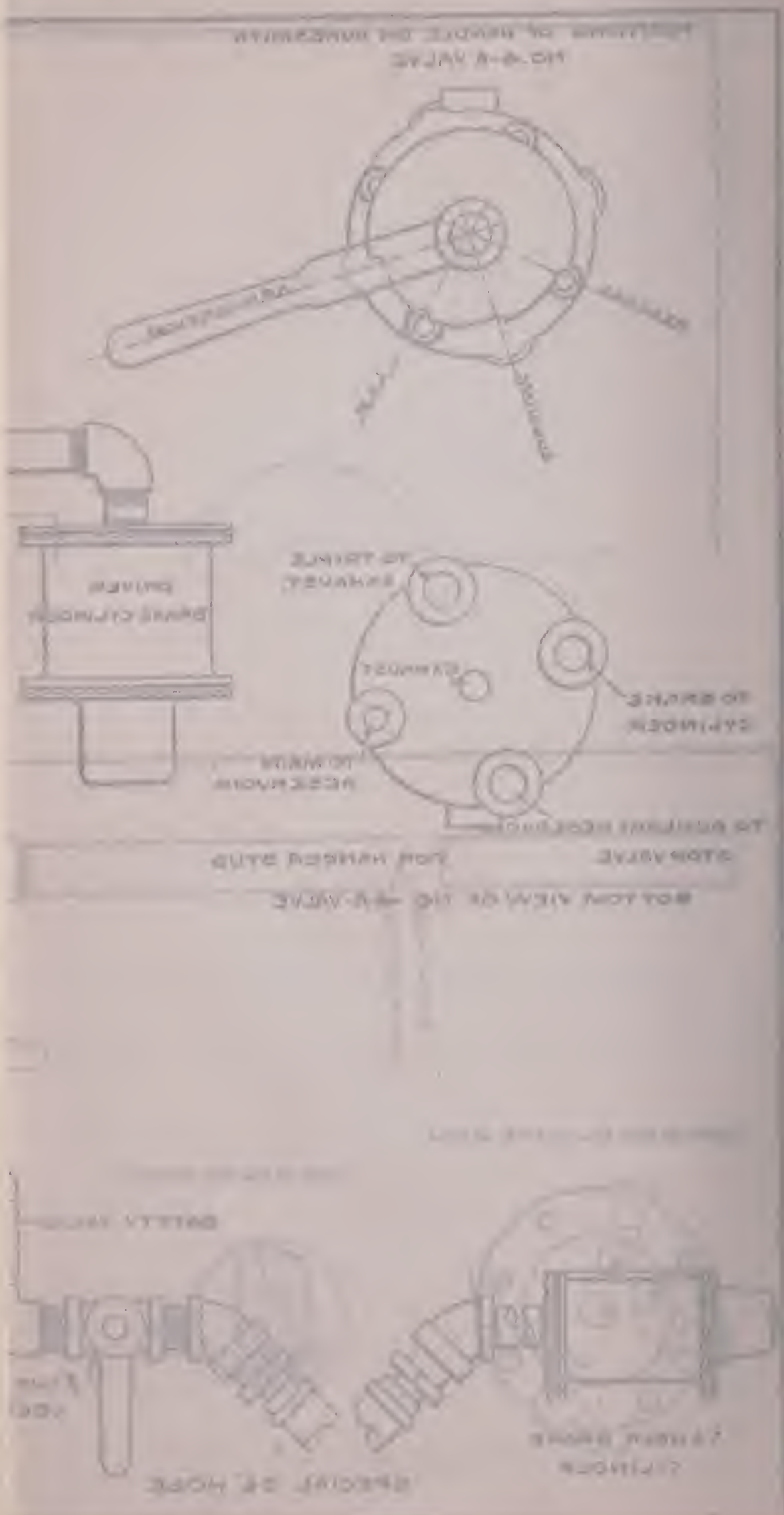


PLATE 122

DIAGRAMMATIC PIPE ARRANGEMENT OF THE DUKESMITH ENGINE CONTROL VALVE Nº 4-B

THE DUKESMITH AIR BRAKE CO
PITTSBURCH PA.

TRACING NO. 452



Position of Handle

St Air and Holding

Emergency

Service

Minimum Pressure Lap

Graduating Lap

Independent Eng Release

Release

Running

Rotary Valve

Rotary Valve Seat

Straight Air Gauge

Driver Brake Cyl

Driver Brake Cyl

¾" Cut Out Cock

¾" Pipe

Safety Valve

Straight Air Reducing ¼ Valve

¾" Non Return Check Valve

Tender Brake Cyl

36 Hose

¾" Cut Out Cock

Exhaust Valve

Ex.

Double Heading Valve

Std Hose

1" Train Line Pipe

Emergency Vent Valve

PLATE 123

¾ Check Valve

Duplex Gauge

To Pump Gov

Pressure Controller A

Brake Valve

Equalising Reservoir

Emergency Quick Action Valve

¼" Cut Out Cock

Accelerator Valve

Main Cut Out Cock

¾ Check Valve

Pump

Main Reservoir

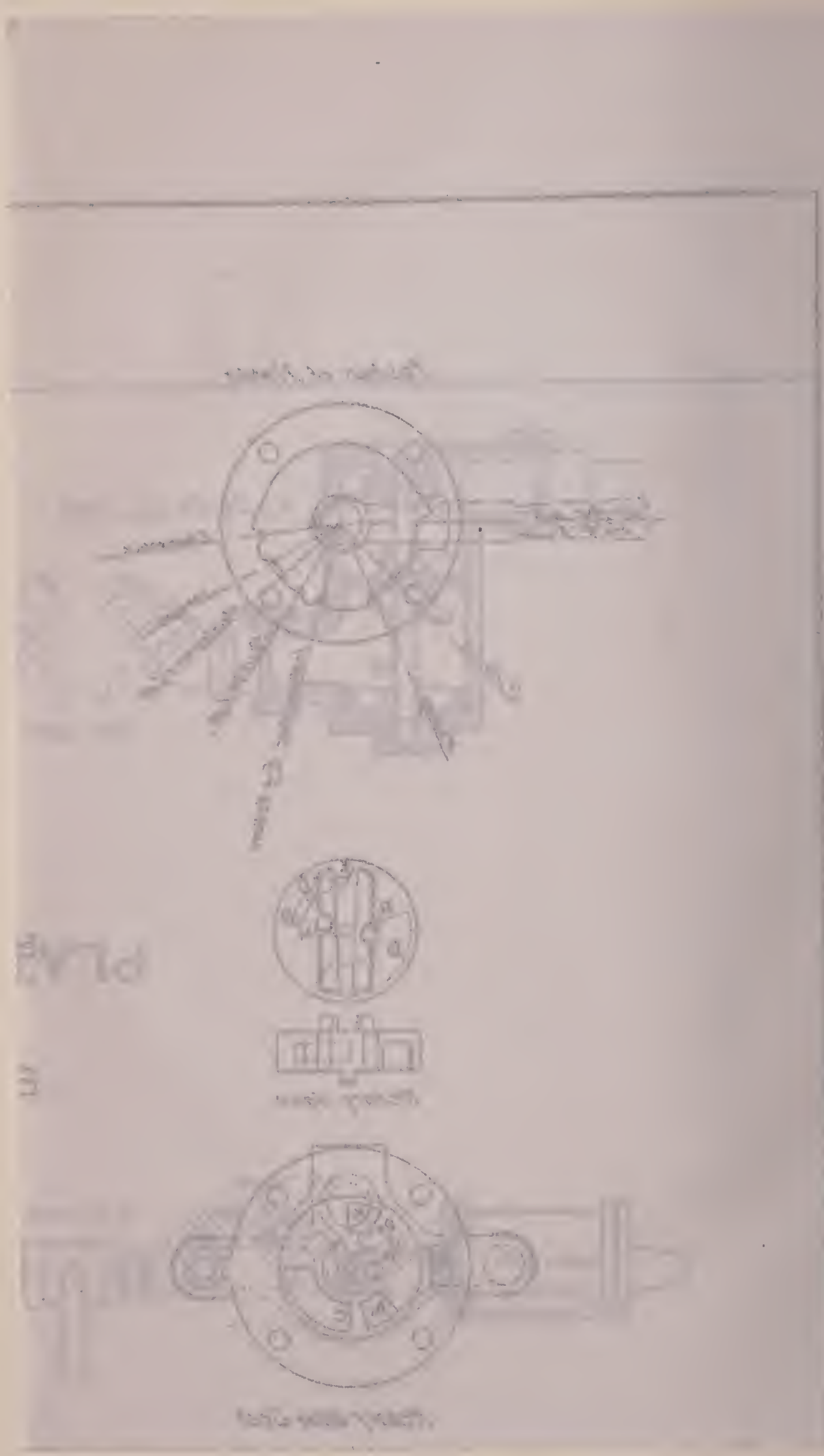
1" Cut Out Cock

Ex.

DIAGRAMATIC PIPE ARRANGEMENT OF

THE DUKESMITH AIR BRAKE CO EC OR ENGINE CONTROL SYSTEM Nº 6.

The Dukesmith Air Brake Co. Pgh Pa		Scale 6"-1'-0"
References	Approved 7-N Dunbar Furn 3-14 1908	Date
A-606		Sheet No. 2. Contd On.



through it. In the seat of the valve there are four openings, one of which (G) leads from the center of the seat directly to the atmosphere, one to the exhaust port of the engine triple, one to the brake cylinders and one to the auxiliary stop valve. (See Plate 121.) From the main

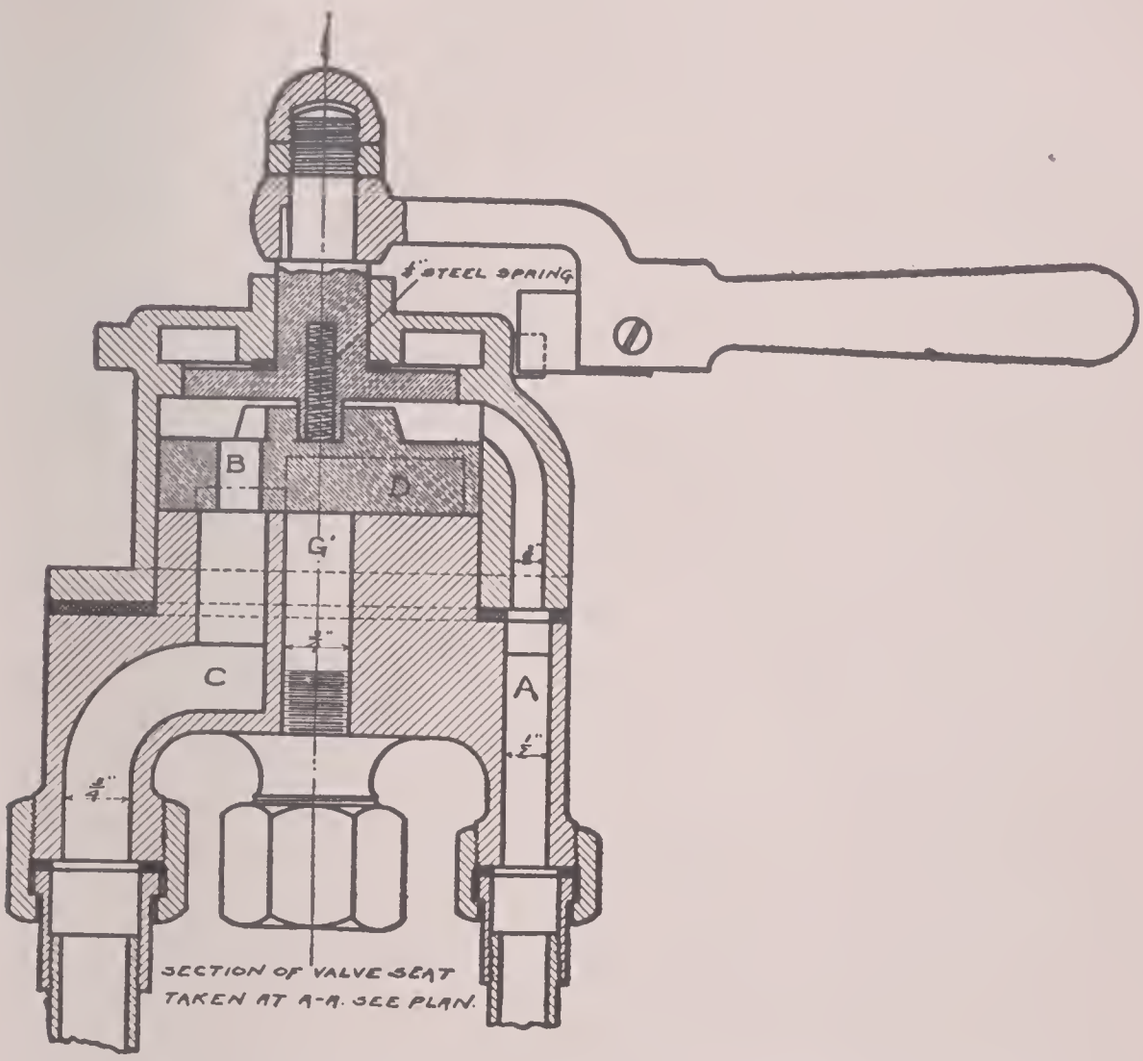


PLATE 122.—THE DUKESMITH NO. 4 BRAKE VALVE—CROSS-SECTIONAL VIEW—APPLICATION POSITION.

reservoir pipe connection there is a passageway A through the body of the brake valve (see Plate 119) which permits reduced main reservoir pressure to always reach the top of the rotary valve, so that in application position reduced main reservoir pressure passes through port B in the rotary valve and through port C in the seat directly

into the pipe connection to the brake cylinders on the engine and tender. In lap position all ports are closed. In running position port E leading from the triple exhaust is open to the atmosphere by way of the cavity in

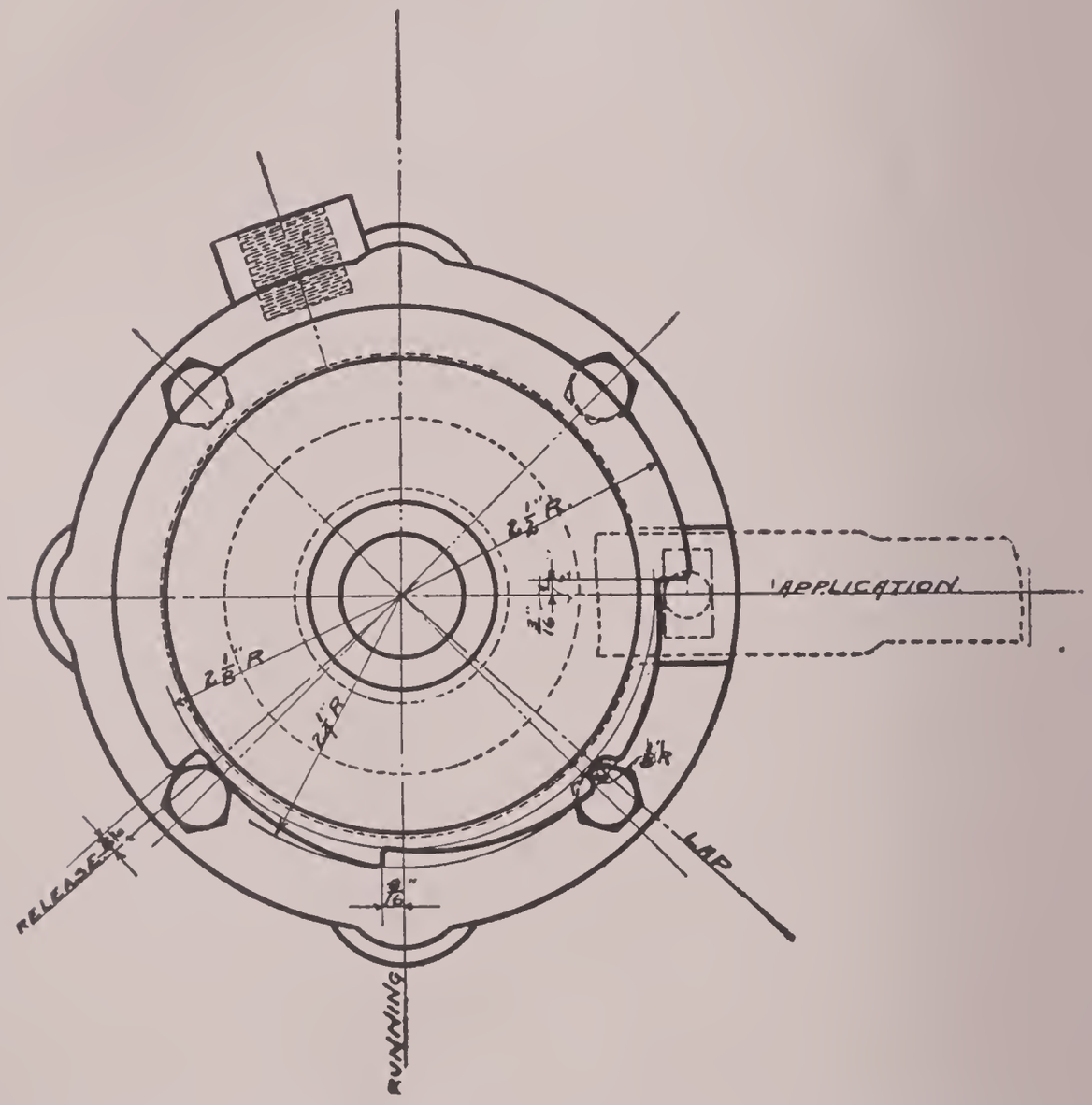


PLATE 123.—POSITIONS OF THE HANDLE OF THE DUKESMITH NO. 4 BRAKE VALVE.

the rotary, and port F leading from the auxiliary stop valve is also open to the atmosphere through the cavity D in the rotary, but the port leading from the brake cylinders is closed. In release position the port C leading

from the brake cylinders is open to the atmosphere by way of the cavity in the rotary, and the port B running through the rotary is in register with port F leading to the auxiliary stop valve, so that in this position reduced main reservoir pressure keeps the auxiliary stop valve closed while the brake cylinder pressure is being exhausted. This feature enables the engineer to quickly release the pressure in the brake cylinders on the engine and tender, even when the trainpipe is parted and the triple valve is in emergency position, for the reason that instead of having to drain both the brake cylinder and auxiliary reservoir pressures it is only necessary to exhaust the cylinder pressure, as the auxiliary is separated from the brake cylinder by the closing of the auxiliary stop valve. Should it be desired to quickly re-apply the engine brakes while the triple is in emergency position, it is only necessary to refill the brake cylinders, as the auxiliary reservoirs are already filled, and therefore no time is lost in getting the engine brakes reapplied. When the handle of the No. 4 brake valve is in running position the auxiliary, triple valve and brake cylinders are all connected in the usual way.

With this brake valve the engine brakes can be graduated on or off, independent of the automatic brake valve and regardless of whether or not the triple valve is cut in or out. This makes the equipment absolutely independent, so that an engine brake is assured under all circumstances.

The automatic triple control feature consists of a pressure head and a stop valve connected to the triple exhaust pipe and to the train pipe, so that with the No. 4 valve in running position the engineer can, by placing the handle of the automatic brake valve in full release position, retain the engine brakes applied while releasing the train

brakes, and when the handle is returned to running position the engine brakes will release.

This automatic retaining feature is obtained as follows: The pressure head of the automatic retaining valve is set a pound or two heavier than the feed valve on the automatic brake valve, and when the handle of the automatic brake valve is in running position, the train-pipe pressure is then not strong enough to lift the diaphragm in the pressure head of the retaining valve, consequently the engine brakes will release in this position by way of the exhaust port in the No. 4 brake valve, but when the handle of the automatic brake valve is in full release position, the main reservoir pressure will then quickly raise the train pipe pressure and overcome the pressure head of the retaining valve, so that when the diaphragm is lifted it permits train pipe pressure to close the control valve in the triple exhaust pipe and keep the engine brakes from releasing; and when the handle is returned to running position the train pipe pressure is then reduced by the feed-valve to a point lower than the pressure head of the retainer valve, and the vent port in the triple control valve quickly exhausts the pressure which was holding that valve closed, so that the pressure from the triple exhaust port opens the control valve and allows the engine brakes to release by way of the exhaust port in the No. 4 brake valve.

The automatic retaining feature can be cut out by simply closing the cut-out cock in the branch pipe which connects the pressure head with the triple control valve, and when this feature is cut out the No. 4 brake valve can be used to do the retaining by simply placing the handle of the valve on lap, because the exhaust from the engine triple is always by way of the exhaust port in the No. 4 valve in running position, and when you are

working around the engine you should always leave the handle of the No. 4 valve in application position, as in this position the engine brakes cannot leak off as long as there is any air in the main reservoir.

The positions on the No. 4 brake valve are from left to right as follows: Release, Running, Lap and Application.

The functions of the Dukesmith No. 4 Locomotive Brake Equipment are as follows:

(1.) The engine brakes can be applied without applying the train brakes.

(2.) The train brakes can be applied without applying the engine brakes.

(3.) The engine brakes and train brakes can be applied together.

(4.) After the engine and train brakes have been applied together the engine brakes can be graduated off or immediately released without releasing the train brakes.

(5.) The train brakes can be released while the engine brakes are kept applied.

(6.) The engine and train brakes can be released together.

(7.) After any kind of an emergency application the engine brakes can be quickly released without releasing the train brakes, and immediately re-applied if desired.

(8.) The engine brakes can be graduated on or off with either the automatic or independent brake valve.

(9.) The engine brakes can always be operated independent of the automatic valve, even should the triple valve be cut out entirely.

This equipment reduces to a minimum the cost of maintenance, owing to the fact that, aside from the plain triple valve, there is nothing but the two brake valves to keep in order, as the reducing valve and safety valve seldom require any attention.

THE DUKESMITH NO. 6 E C LOCOMOTIVE BRAKE EQUIPMENT.

The Dukesmith No. 6 E C Locomotive Brake Equipment, as shown in Plate 120, performs all the functions of the No. 4 equipment, but requires only one brake valve, and does away with the use of triple valves, double check valves and a distributing valve.

This equipment consists of one brake valve, an accelerator valve, pressure controller, reducing valve, a safety valve, double heading valve and an emergency vent valve, besides the usual brake cylinders, pump and main reservoir.

With this equipment an engineer can operate the engine and train brakes independently or together by the use of a single handle.

The engine brakes are applied at all times with pressure from the main reservoir, and the train brakes are applied in the usual way by trainpipe reductions.

The brake valve consists merely of a flat rotary valve, the valve casing, and the handle.

There are eight positions on the brake valve, as follows: (1) Combined-release-and-straight-air position; (2) Straight-air lap; (3) Running; (4) Independent engine release; (5) Positive lap; (6) Maintenance lap; (7) Service; (8) Emergency.

While it may at first appear that there are quite a lot of positions, this fact does not, however, cause any complications, because they are all arranged in such perfect harmony with the positions on the old style engineer's brake valves that any engineer can manipulate the brake valve after five minutes' practice without any special instruction. This will be apparent when it is taken into

account that the Westinghouse E T Equipment has two brake valves, which together have eleven positions for the engineer to keep in mind.

In operating the Dukesmith No. 6 E C Equipment the brake valve should be handled as follows:

In making slowdowns or in switching, place the handle in combined-release-and-straight-air position long enough to get the required pressure in the brake cylinders; and to release the engine brakes, simply return the handle to running position.

To graduate the engine brakes on, move the handle back and forth between combined-release-and-straight-air-position and straight air lap.

To graduate the engine brakes on ahead of the train brakes, move the handle back and forth between maintenance lap and positive lap before going to service position.

To apply the engine brakes first and train brakes next, place the handle in maintenance lap position long enough to bunch the train and then move the handle to service position and back to either of the lap positions.

To apply the engine and train brakes together, move the handle to service position, the same as you would with any old style brake valve.

To make an emergency application, move the handle quickly to emergency position.

To release the engine brakes and hold the train brakes, move the handle from lap to independent release position.

To release the train and hold the engine, move the handle to combined-release-and-straight-air position long enough to allow all the triples in the train to go to release position, and then return the handle to running position to let off the engine brakes.

To graduate the engine brakes off after train brakes are released, move the handle back and forth between straight-air-lap and running position.

To release the engine and train brakes together, move the handle to running position.

After an independent release of the engine brakes, if it is desired to reapply the engine brakes without applying the train brakes any harder, simply place the handle in maintenance lap until the desired amount of engine brake cylinder pressure shows up on the gauge, and then return the handle to positive lap position, if only a partial engine application is desired.

To reapply the engine brakes and release the train brakes at the same time, move the handle from independent release position to combined straight air and release position, which is to the extreme left.

After an emergency application, if it is desired to hold the train brakes and release the engine brakes, move the handle from emergency position to independent release position. The reason you can do this is because the emergency vent valve in the train pipe under the tender allows the train pipe pressure to continue to exhaust just the same as if the brake valve were in emergency position.

The object of the accelerator valve is to perform the functions of the equalizing discharge valve and to permit a *uniform exhaust* of trainpipe pressure on long trains during a service application, thereby assuring the fullest braking power throughout the train and a prompt release of all the brakes when the trainpipe is re-charged.

The uniform trainpipe exhaust is produced by the accelerator valve because of the fact that on a long train instead of the forward rush of air creating a back pressure on account of not being able to exhaust fast enough,

it automatically lifts the equalizing piston to its secondary position by overcoming the spring above it, and in doing so momentarily enlarges the trainpipe exhaust port until the surplus pressure is exhausted, when the piston is returned to its proper position by the combined spring and air pressure above it, and when the trainpipe pressure has exhausted until it is lightly less than the pressure on top of the piston it causes the trainpipe exhaust port to be gradually closed.

The prompt release of the train brakes is insured by this operation, because of the fact that on a long train operated with the old style brake valve there are quite a number of triple valves which do not go to service position, and, consequently, when the brakes are being released, every triple valve that is in release position allows trainpipe pressure to flow into the auxiliary reservoir, and thereby weakens the force of the trainpipe pressure in its effort to give the triples a hammer blow, whereas, with the accelerator valve this danger is overcome because of the fact that nearly, if not all, of the triples are moved to service position when an application is made, and therefore when the trainpipe is re-charged there are no open feed grooves to rob the trainpipe until after the re-charging of the trainpipe has had a chance to get in its work.

The pressure controller is on the main reservoir pipe, and consequently it is impossible to accidentally overcharge the trainpipe.

To regulate the pressure controller you will first set the pump governor to whatever pressure is desired to be carried in the main reservoir, and in freight service this should never be less than 110 pounds. After regulating the pump governor to, say 110 pounds, you will then reduce the trainpipe pressure, to say 60 pounds, and then

slacken the tension on the regulating spring of the pressure controller B, and also on the pressure controller governor head A, and then place the handle in running position and watch the trainpipe hand of the gauge, at the same time screw up on the spring of the pressure controller B until the black hand stops at 70 pounds, if that is the pressure you desire to carry. Having thus regulated the tension of the spring in the pressure controller B, you will now regulate the tension of the spring in the pressure controller governor head A, by screwing down on it until you see the trainpipe hand start to go above 70 pounds, or the pressure at which you have just set the pressure control valve, and as this shows you that you have got the tension too tight on the governor head, you will slack off about one full turn of the spring plug. The object of the governor head A is to hold the pressure back from getting on top of the diaphragm of the pressure controller B until the trainpipe is charged to within three or four pounds of the desired pressure, and it would mean that if the pressure governor head was not utilized it would allow the pressure on top of the diaphragm to gradually close the valve in the pressure controller; whereas, it is desired to keep that valve wide open until the full train pipe pressure has been nearly reached.

The Emergency Vent Valve is located in the trainpipe under the tender, and is for the purpose of insuring an emergency application under any and all circumstances. This valve consists of a casing in which there is a piston rod A, to which is attached a perforated piston B, and a leather seated valve D, together with a check valve C. The operation of the emergency vent valve is as follows: When the handle of the brake valve is moved to emergency position it quickly exhausts the pressure above the

equalizing discharge valve piston which allows that piston to make its full stroke and thereby create a full one-half inch opening to the atmosphere, thereby permitting trainpipe pressure on the top side of piston B in the vent valve to exhaust so rapidly that the pressure on the under side of piston B cannot pass through the holes in that piston fast enough to prevent it from being lifted, and therefore exhaust valve D is quickly unseated, creating a full inch opening to the atmosphere, thus insuring a positive emergency action of all the triples throughout the train.

The operation of the Double-Heading valve is as follows:—turn the handle of the main cut-out cock on the trainpipe down, lap the brake valve, slacken up the tension spring on the under side of the double-heading piston, turn the handle of the small cut-out cock on the pressure controller pipe cross-wise, which allows the pressure to escape from the top side of the diaphragm of the pressure controller and the double-heading exhaust valve. With the apparatus in this condition, when the engineer on the head engine charges up the trainpipe the course of the air on the second engine is as follows: It comes up the main train pipe to the cut-out cock, where it branches off to the right and left; on the right hand side it passes into the main reservoir by way of a check valve and reduced fitting and passes on through the pressure controller in the branch pipe leading to the top side of the double-heading piston; the left hand branch from the main cut-out cock carries the trainpipe pressure to the under side of the double-heading piston. When a trainpipe reduction is made by the head engineer, it reduces the pressure on the under side of the double-heading piston, so that the pressure on the top side moves that piston down and carries with it the

graduating valve and the slide valve, so that the port in the valve seat being open admits pressure from the main reservoir into the brake cylinder pipe and first closes the brake cylinder exhaust valve, then passes through the reducing valve into the brake cylinders on the engine and tender and sets the brakes. When the pressure from the top side of the double-heading piston is reduced slightly below the pressure that is on the under side of the piston, it causes that piston to move up and seat the graduating valve, thereby stopping any further flow of air into the brake cylinders until another trainpipe reduction is made. When the trainpipe is re-charged it drives the double-heading piston up to release position and allows the pressure in the brake cylinder pipe ahead of the non-return check valve to escape by way of the exhaust valve of the double-heading valve, and as this action releases the pressure on top of the brake cylinder exhaust valve, it allows brake cylinder pressure to lift the diaphragm of the cylinder exhaust valve and exhaust the pressure from the brake cylinders.

Should it be desired to release the brakes on the second engine, independent of the head engine, you will simply move the handle of the brake valve from lap to independent release position, which action exhausts the pressure from the top of the brake cylinder exhaust valve, and thereby allows the brake cylinder pressure to escape independent of the double-heading valve. To reapply the engine brakes it is simply necessary to move the handle of the brake valve to maintenance lap position long enough to reset the engine brakes when the handle should be moved to positive lap position.

The object of having an exhaust valve attached to the double-heading valve is for the purpose of keeping the exhaust port of that valve closed when the engine is

single-heading, for when single-heading there is always pressure on the top of the double-heading exhaust valve. As the tension of the spring on the bottom of the double-heading piston is equal to about 40 pounds when the spring is screwed up as in single-heading, it means that ordinary trainpipe reductions would not affect the double-heading valve, but should a hose burst the trainpipe pressure would be quickly exhausted and main reservoir pressure would then drive the double-heading piston down and automatically apply the engine brakes up to what the reducing valve on the cylinder pipe is set at, which is usually 45 pounds. When a hose bursts and it is desired to release the engine brakes immediately, all you have to do is to close the cut-out cock in the branch pipe leading to the top side of the double-heading piston, and place the handle of the brake valve in running or independent release position, which will exhaust the pressure from the top side of the brake cylinder exhaust valve, and thereby allow the brake cylinder pressure to escape. By closing the cut-out cock on the double-heading branch pipe it simply means the supply of air from the main reservoir is cut off, so that when the brake valve handle is in either running or release position there is nothing to keep the brake cylinder exhaust valve closed, and consequently the engine brakes are bound to release under any and all circumstances. The Dukesmith No. 6 Locomotive Brake Equipment requires but little attention, as there is nothing much to look after excepting to keep the rotary valve properly oiled and keep the accelerator check valve cleaned. It is well to occasionally clean the seats of the non-return check valves in the main reservoir and brake cylinder pipes.

The only pipe that should be absolutely kept tight is the one which connects the brake valve and the brake

cylinder exhaust valve, as a leak from this pipe will let the brakes off if the brake valve handle is in positive lap position.

There is nothing about the Dukesmith No. 6 Equipment to freeze up, but on general principles an engineer should always see that the main reservoir is properly drained after every trip.

The Dukesmith Quick Service Triple Valve performs the same functions as the K type of triple, and the same general instructions regarding the K triple will apply equally to the Dukesmith Quick Service Triple Valve. The essential difference between the Dukesmith Quick Service Triple Valve and the other triple valve, is that the Dukesmith triple has aside from the case, merely one piston and two slide valves, as it does away with the rubber seated emergency valve, the emergency check valve, and has only one large gasket instead of three.

The cylindrical shape of the casing makes it possible to remove all the working parts without breaking the joint which connects the triple to the trainpipe.

The Dukesmith Car Control valve performs four functions as follows: First, it can be used to apply the brakes on the entire train either in a service or in an emergency application; second, it can be used to release the brake on the car to which it is attached, independently of the triple valve, without having to stop the train to do so; third, it can be used to retain the brake on the car to which it is attached; and fourth, it can be used to keep the brake cut out without having to stop the train to do so. There are four positions in which the handle of the car control valve may be placed as follows: Normal, Lap, Release and Application. It occupies the same position in passenger coaches as the old style conductor's valve, and it may be operated to apply the brakes in

emergency either by turning that handle itself, or by pulling a cord attached to the handle which may extend through the car if desired. The working parts of the Dukesmith Car Control Valve consists merely of a tapered key valve working in a case and a handle attached to the key.

SECTION 6.

CHAPTER VI.

OPERATION, HANDLING AND MAINTENANCE OF THE DUKESMITH AIR BRAKE EQUIPMENT, WITH QUESTIONS AND ANSWERS TO SECTION 5.

119. What is the construction of the Dukesmith No. 4 and No. 6 brake valves?

Ans.—There is a case in which is contained a brass flat rotary valve resting on a cast iron seat, a handle and a key which connects the handle to the rotary valve.

120. How does the air pass through the No. 4 brake valve, when the handle of the valve is in application position?

Ans.—Air from the main reservoir passes through a reducing valve and passes up through a passage in the body of the valve (A) to the top of the rotary valve, and then through the rotary valve by way of the port B into port C of the seat which leads direct to the brake cylinders on the engine and tender. The reducing valve is usually set at 40 pounds.

121. How is the air exhausted from the brake cylinders when the handle of the brake valve is in release position?

Ans.—Brake cylinder pressure passes up through port C in the seat and by way of cavity D in the rotary valve to the atmosphere by way of exhaust port G in the cen-

ter of the valve seat. At the same time that brake cylinder pressure is exhausting there is reduced main reservoir pressure passing down through port B in the rotary into port F in the seat, which pressure drives the diaphragm in the auxiliary stop valve down, thereby separating the auxiliary pressure from the brake cylinder, so that when it is desired to release the engine brakes after the bursting of a hose, it is not necessary to drain the auxiliary reservoir pressure, thereby saving time in reapplying the engine brakes and also saving wear and tear on the pump.

122. How does air escape from the brake cylinders when the handles of the No. 4 and the G-6 brake valves are both in running position?

Ans. By way of the triple exhaust port and pipe C through the triple exhaust control valve up through port E in the seat of the No. 4 valve and cavity D of the rotary valve and out through main exhaust port G in the valve seat.

123. If the handle of the G-6 valve is in running position and it is desired to retain the engine brakes, how do you do it?

Ans. By simply placing the handle of the No. 4 valve in lap position before or after a service reduction is made, but before the handle of the G-6 valve is brought to running position.

124. If it is desired to retain the engine brakes until after the train brakes are released while the handle of the No. 4 valve is in running position, how do you do it?

Ans. By leaving the handle of the G-6 in full release position until after the train brakes have had a chance to release.

125. Why is it that you can retain the engine brakes

until after train brakes are released by simply using the G-6 brake valve.

Ans. Because when the handle of the G-6 brake valve is placed in full release position, the main reservoir and trainpipe pressure will quickly equalize in the trainpipe just below the brake valve, and trainpipe pressure will then overcome the regulating spring in the pressure controller head and permit trainpipe pressure to close the triple exhaust valve and prevent the escape of air from the triple exhaust port, and when the handle of the G-6 brake valve is returned to running position the trainpipe pressure then being reduced by the feed valve on the brake valve, cannot overcome the tension spring in the control valve head, and consequently it seats the pin valve and shuts off the trainpipe pressure from the triple exhaust valve, and the small vent port in the triple exhaust valve allows the pressure in that valve to quickly exhaust, so that the triple exhaust pressure on the under side of the diaphragm opens valve B and allows the engine brakes to release through the No. 4 valve in the usual way.

126. If it is not desired to use the automatic retaining feature how would you cut it out?

Ans. By simply closing the small cut-out cock between the control valve head and the triple exhaust valve.

127. How many positions are there on the Dukesmith No. 4 brake valve?

Ans. Four: Release, Running, Lap and Application.

128. How many pipe connections are there to the Dukesmith No. 4 brake valve?

Ans. Four: one for the main reservoir, one from the exhaust port of the engine triple, one from the brake cylinders and one to the auxiliary stop valve. From the triple exhaust pipe there is a branch connection to

the trainpipe for the purpose of operating the automatic retaining feature.

129. How should the slack of a long train be taken when using the Dukesmith No. 4 Locomotive Brake Equipment or Dukesmith No. 6 E C Locomotive Brake Equipment?

Ans. By carefully graduating the engine brakes on ahead of the train brakes, and allowing sufficient time for the slack to bunch itself against the engine before making an application of the train brakes.

130. How many positions are there on the Dukesmith No. 6 Brake Valve?

Ans. Eight: Combined-Release-and-Straight-Air; Straight Air Lap; Running; Independent Release; Positive Lap; Maintenance Lap; Service and Emergency Position.

131. How many pipe connections are there to the Dukesmith No. 6 brake valve?

Ans. Four: one from the main reservoir, one to the brake cylinders, one to the trainpipe and one to the equalizing reservoir.

132. How does the air pass through the No. 6 brake valve in making an independent straight air application?

Ans. Reduced main reservoir pressure passes from the top of the rotary valve through port D in the rotary into port D-1 in the rotary seat, which connects directly with the middle or brake cylinder pipe, so that if the handle of the brake valve is in straight air position, main reservoir pressure will continue to flow through the brake valve into the middle pipe, and onto the top of the diaphragm of the exhaust valve (holding it down), then through the check valve and reducing valve into the engine and tender brake cylinders and will maintain

this pressure at whatever the reducing valve is set regardless of cylinder leakage.

133. How do you release the engine brakes after making a straight air application?

Ans. By returning the handle to running position, as this places port D-2 in the valve seat in communication with port E in the rotary valve, and port F in the rotary valve with port K in the seat, thereby exhausting the pressure from the top of the exhaust valve, and as the check valve prevents the brake cylinder pressure from flowing out through the brake valve, it causes the brake cylinder pressure to lift the diaphragm in the exhaust valve, thereby making an opening of three-quarters of an inch direct to the atmosphere.

134. How can you graduate off a straight air application with the Dukesmith No. 6 brake valve?

Ans. By moving the handle of the brake valve from straight air lap to running position and back to straight air lap, which allows a portion of the pressure to escape from the top of the exhaust valve, so that brake cylinder pressure will then hold the exhaust valve open just long enough to allow the cylinder pressure to reduce a little less than the pressure on top of the diaphragm in the exhaust valve, when the exhaust valve will automatically close until another reduction is made from the top of the diaphragm of the exhaust valve, when the same action will take place as before, and so on until all the pressure in the brake cylinders of the engine and tender has been exhausted.

135. When the handle of the brake valve is in straight air position how does the air get into the trainpipe?

Ans. In straight air position, cavity B in the rotary valve connects ports A-1 and C in the rotary seat with

each other, so that there is a full inch opening from the main reservoir pipe to the trainpipe.

136. How does air get into the trainpipe when the handle is in running position?

Ans. The same as in straight air position, for the reason that cavity B in the rotary is long enough to keep ports A-1 and C in full communication whether the handle is in straight air position or running position.

137. How does air get out of the trainpipe when a service application is made?

Ans. When the handle of the brake valve is in service position, cavity B in the rotary connects at one end with port C in the seat and at the other end with the exhaust port K in the seat, thereby reducing the pressure from the top of the equalizing piston, so that trainpipe pressure will then lift the equalizing piston and allow train pipe pressure to escape to the atmosphere by way of the trainpipe exhaust port in the accelerator valve.

138. For what purpose is the check valve in the accelerator valve?

Ans. It is to separate the trainpipe pressure from the equalizing reservoir when a service application is made.

139. How does the air get out of the trainpipe when you make an emergency application with the Dukesmith No. 6 brake valve?

Ans. When the handle of the brake valve is moved to emergency position it suddenly reduces the pressure on the top of the equalizing piston, which causes the trainpipe pressure to drive that piston up to its full opening of one-half inch and thereby quickly exhaust the pressure from the top of the piston of the emergency vent valve, thus causing that piston to unseat the valve D in the emergency vent valve, which makes a one-inch opening directly from the train pipe to the atmosphere,

thereby insuring an emergency application regardless of the number of engines hooked together and regardless of the length of the train.

140. For what purpose is the check valve C in the emergency vent valve?

Ans. In order to create a full 1¼-inch opening between the brake valve and the trainpipe when the trainpipe is being charged up.

141. What effect would it have if the rubber diaphragms in the exhaust valve and pressure controller should become baggy?

Ans. It will simply make the valves work better than if they were stiff.

142. What is the object of having a reducing plug between the brake valve and the equalizing reservoir?

Ans. It prevents the sudden dropping of the black hand on the gauge and the sudden lifting of the equalizing piston when a service application is being made.

143. For what purpose is the spring on top of the stop plug just above the equalizing piston of the accelerator valve?

Ans. So as to prevent the equalizing piston from raising too high when handling a short train and to permit the equalizing piston to be lifted automatically to a higher position when handling a long train.

144. Why should the equalizing piston lift higher with a long train than it does with a short train?

Ans. With a long train, the trainpipe pressure will rush forward so rapidly that the extra pressure thus created cannot be reduced fast enough through the quarter-inch opening in the brake valve, and by having the equalizing piston arranged so that it will automatically be lifted higher when the rush of air strikes it, it will momentarily make a larger opening through which the

trainpipe pressure can exhaust, thereby insuring uniform action of the brakes throughout the train.

145. What is the construction and operation of the Dukesmith Car Control Valve?

Ans. It takes the place of the old style conductor's valve used in passenger coaches, and is also a retaining valve and an independent release valve, and can be used to cut out a brake if it should become defective, for the reason that when the handle is in normal position, the port leading from the triple exhaust port to the atmosphere is open, but, when the handle is in lap position the ports are closed, when it then acts as a retaining valve; in cylinder release position the port leading direct from the brake cylinder to the atmosphere is open, so that it is then an independent release valve; in application position the port leading direct from the trainpipe to the atmosphere is open so that it then acts as a brake valve. The only attention it needs is the same as would be given to an ordinary angle-cock. The amount of pressure it retains when in lap position depends upon the weight of the retaining valve located in the pipe which is connected to the triple exhaust port, and it may be either 15, 25 or 50 pounds according to the requirements of the service.

146. What is the construction and operation of the Dukesmith Release Signal?

Ans. The release signal consists of a hollow piston rod and piston, over which there is a movable cylinder; under the piston there is a graduated spring, the tension of which can be regulated according to the service required; it is usually set so that the full stroke of the movable cylinder will be made when there is 50 pounds of pressure in the brake cylinder. To the movable cylinder there is attached a metal target, so that when the brake cylinder pressure drives the movable cylinder up, it ex-

poses the target to full view. A pressure of only 25 pounds in the brake cylinder would only expose one-half the target, so that should there be too much piston travel, it would be indicated by the release signal only showing partially. Should the brake cylinder pressure leak off it would cause the target to gradually fall, but should the brake cylinder pressure release in the usual way the target would then drop quickly. Should the triple valve refuse to go to release position, the target will remain up, but the bleed valve on the release signal can be opened when the train is moving, thereby releasing the brake without having to stop the train. The packing leather in the release signal ordinarily gets sufficient oil from the brake cylinder, but if not, then it should be oiled about every six months, the same as you would the brake cylinder.

147. For what purpose is the by-pass from the trainpipe to the auxiliary pipe (around the triple) with the Dukesmith No. 4 brake Equipment?

Ans. This by-pass has in it a check valve and a reducing stud, and is for the purpose of providing an extra feed port from the trainpipe to the auxiliary so that one triple valve and the by-pass together can charge up the engine and tender auxiliary reservoirs in the same manner as if there were two triple valves on the engine.

148. Should the brake on the tender become defective with either the No. 4 or 6 Dukesmith Engine Equipments, what would you do?

Ans. Close the cut-out cock on the brake cylinder pipe between the engine and tender, and with the No. 4 equipment also close the cut-out cock which separates the tender auxiliary from the engine auxiliary.

149. Why does water accumulate in the main reservoir?

Ans. Whatever moisture there is in the air is carried into the pump, and, when the air is compressed, this moisture is held in suspension on account of the heat, but as soon as the temperature of the compressed air cools down to the same temperature as the outside atmosphere, the water will then separate from the air, and fall to the bottom of the main reservoir.

150. Why is it that with the Dukesmith No. 4 and 6 Engine Equipments, the locomotive brakes can be kept applied regardless of brake cylinder leakage while the train pipe is being recharged or when the engine is standing still?

Ans. Because with the No. 4 brake valve in application position and the G-6 valve in running position and with the No. 6 E. C. Brake valve in straight air position main reservoir pressure is then free to pass into the engine and tender brake cylinders and also into the train-pipe.

SECTION 7.

CHAPTER VII.

THE PHILOSOPHY OF AIR-BRAKE HANDLING—RULES AND TABLES FOR COMPUTING BRAKE POWER-BRAKE LEVERAGE—EQUALIZATION OF PRESSURE, ETC.—SIZES OF CYLINDERS AND RESERVOIRS—TESTING AND INSPECTION OF AIR BRAKES, ETC.

After an engineer has learned the name and duty of every part of the air-brake equipment, his knowledge is of but little use either to himself or his employers unless he also learns the philosophy of air-brake handling.

What is meant by the philosophy of air-brake handling is a clear and definite understanding of the effects produced by different volumes and pressures when the varying conditions of the brake equipment, track, load, grade and speed are taken into account.

One of the first things an engineer should learn is the value of maintaining correct standards of pressures in the different parts of the equipment.

For example, the cars in a freight train are braked to only seventy per cent of their light weight, which means that with Westinghouse triples the leverage is arranged with the understanding that 8-inch cylinders must contain a pressure of sixty pounds to the square inch in order to produce a brake power of seventy per cent. This means that an emergency application is required to be made, and the piston-travel not over eight inches, if the full seventy per cent is to be gotten.

Therefore, if a train of fifty cars, with everything in first-class condition, was running forty miles an hour and the brakes were thrown on with an emergency application, it would have to run about 675 feet, or an eighth of a mile, before coming to a stop. This is because the stopping power is only equal to seventy per cent of the weight to be stopped. If these same fifty cars were all loaded to their capacity of 60,000 pounds each, the per cent of brake power to the weight to be stopped would be entirely changed, for with fifty cars of 30,000 pounds weight each, the total weight to be stopped would be 1,500,000 pounds, and if the brakes were properly adjusted there would be an available stopping power of 1,050,000 pounds, but when the cars are loaded the weight to be stopped is 4,500,000 pounds, and with an emergency application you have only got a stopping power equal to twenty-three and a third per cent of the weight, and as it requires a greater force to check the momentum of a heavy weight than it does for a light one, the loaded cars will run a considerable distance further than the empty cars would before stopping.

The reason the percentage of stopping distance is not greater in proportion to the decreased brake power is because when once the momentum is checked the force of gravity causes the heavy weight to settle quicker than a light weight. It is on this account that a train running twenty miles an hour can be stopped in a much shorter distance than one running forty miles an hour. At twenty miles an hour a fifty-car train can be stopped in less than 200 feet.

When making a service application the pressure in the brake cylinder is only fifty pounds to the square inch, and the brake power is thus reduced one-sixth, consequently there is only a fraction over fifty-eight per cent

available stopping power on a light car, and only about nineteen per cent on a loaded one, but if the brake shoes are hung from the body of the car the piston-travel will be increased from one to three inches when the car is loaded, as the shoes strike the wheels lower down when loaded than empty. This means that if such a car was braking to seventy per cent light it would only be braking to a fraction over fourteen per cent loaded, and if the piston-travel was over eight inches when the car was empty the brake power would be still further reduced.

If the piston was allowed to travel its full stroke, there would be no brake power exerted against the wheels, as all the force would be against the cylinder head.

While these facts should be self-evident to all enginemen and trainmen, a great number of them, however, seem to think if the leaks in the trainpipe are stopped that the brakes are all right.

It should never be lost sight of that whenever you change the piston-travel or load you also change the per cent of brake power.

An example of the stopping distance required for a heavy car, as compared with a lighter one, was recently given when a Pullman car weighing about 100,000 pounds was "kicked" off while running thirty miles an hour, and it stopped in 416 feet, while a coach weighing about 60,000 pounds stopped in 202 feet after being kicked off at thirty miles an hour. In both cases the braking power was ninety per cent of the weight, but there was a difference of forty per cent in the weight of the cars.

Train Handling. While different conditions require different handling of trains, there are, however, two distinct points to be remembered as regards the difference between stopping a freight train and a passenger train.

In stopping a passenger train running twenty-five miles an hour or over, *two applications* should be made, and the final release made just before the train comes to a stop. If the stop is made on a grade, reapply the brakes to prevent drifting. (See Straight Air Control.)

In stopping a freight train but *one application* should be made, and never release until the train comes to a standstill, unless you have an independent engine brake.

An "application" is from the time the first reduction is made until the brakes are released, several "reductions" can be made during one application.

Why two applications should be made with a passenger train is, first, because the speed has to be reduced before the stop can be made, and, second, the train should be absolutely under control in approaching a station, as something or some one may be on the track, and if the engineer was making a "one application stop" the auxiliaries and cylinders would have equalized some distance back of the actual stopping place, and the train would drift to the usual place in spite of anything. In making a two application stop with the ordinary automatic brake valve, the first reduction should be about ten pounds, followed in a few seconds by about five pounds, and again, in a few seconds, by five more, which will equalize the pressures. By this time the train is only running about fifteen or eighteen miles an hour, and you are nearly to the station, so you must now place the handle in *full release* just long enough to be sure that all brakes are off, and bring it to lap. This prevents the trainpipe pressure from becoming higher than that in the auxiliaries, and when you begin to make the actual stop a reduction of seven or eight pounds will cause the triples to move at once, and again set the brakes. When you feel that this reduction has produced the desired effect, make an-

other of four or five pounds and let the train drift to the usual place, and release just before it stops, which allows the trucks to right themselves, and no one is jerked off his feet in the coaches. (See Straight Air Control.)

By making two applications you get two shots out of each auxiliary, and, besides, after releasing the first time, you have a chance to get the added twenty per cent of brake power by using the emergency, if you have to; whereas if you were making the stop with one application you could never get more than a full service application after a ten-pound reduction, even if you used the emergency, which, of course, you should always do in case of danger.

With the high-speed brake a train can be stopped in about thirty per cent less distance than it can with a quick-action brake. For instance, a train running forty-five miles an hour can be stopped in 560 feet with the high-speed brake, as against 710 feet with the quick-action brake. Consequently a train running sixty miles an hour can be stopped in 1,060 feet with the high-speed brake, making a net gain of 300 feet over a stop made with the quick-action brake, which requires 1,360 feet within which to stop a train running sixty miles an hour.

Two applications should always be made with the high-speed brake in making a stop, but the initial reduction can be fifteen pounds instead of ten pounds, as would be proper when using the automatic brake. In making a ten or fifteen-pound reduction with the high-speed brake from 110-pound trainpipe pressure, the same cylinder pressure is produced as there would be if the same reduction were made with the automatic brake from seventy-pound trainpipe pressure, provided the piston-travel is the same. But, after the brake cylinder pressure has been raised with the high-speed brake to the point at which

equalization would take place with the automatic brake, then any further reduction of the trainpipe pressure with the high-speed brake would raise the brake cylinder pressure accordingly. For example, an emergency application of the automatic brake with an 8-inch cylinder would produce a cylinder pressure of sixty pounds, but with the high-speed brake an emergency application will produce a brake cylinder pressure of about eighty-eight pounds. As this pressure is equivalent to a brake power of 130 per cent of the weight of the car, you will understand why it is necessary to have an automatic reducing valve to let the high pressure escape, as the train slows down, in order to prevent wheel sliding. (See Automatic Release Signal.)

If the auxiliary and trainpipe pressure (after making a reduction) equalizes at any point above sixty pounds, just as soon as the auxiliary pressure gets a fraction lower than the trainpipe pressure the triple will automatically lap itself, so that while the brake cylinder, owing to the reducing valve, may only have sixty pounds in it there might still be seventy-five pounds, or more, in the auxiliary reservoir and trainpipe. Therefore, with the high-speed brake equipment an engineer can make two full service reductions of twenty pounds and release his brakes and still have seventy pounds pressure left in the auxiliaries with which to stop, if necessary, without having to recharge.

Owing to the high pressure contained in the auxiliary reservoir with the high-speed brake the air is forced into the brake cylinder more quickly than it is with the automatic brake, and naturally takes hold quicker. But, as previously explained, there is no greater pressure per square inch in the brake cylinder from a ten or fifteen-pound reduction with the high-speed brake than there would be if made with the automatic brake.

Handling a freight train is very different from handling a passenger train, and when handling a freight train the following points should always be kept in mind:

Good driver and tender brakes on the heavy class of freight engines are equal to the brake power furnished by six or seven 30,000-pound cars.

Always listen to the blow from the trainpipe exhaust when making a service application, as by the length of the blow you can tell the length of your trainpipe. This little item may save your life, as there are many ways for an angle-cock to become closed.

Always insist on having your train brakes carefully tested, and their condition and number reported to you before leaving a terminal, or where any change has been made in the train.

Always lap your brake valve if the brakes apply suddenly without any apparent cause, as a hose may have bursted or a conductor's valve opened, and you will need all your main reservoir pressure to release and recharge.

Always close the steam-throttle in case of a break-in-two, for with a partially equipped train the non-air cars will only hit the head end that much harder if you try to pull away, as the air brakes will stop you anyway. Should the engine, however, be equipped with either the Dukesmith No. 6 E. C. Brake Valve or a Dukesmith Straight Air Control Valve, you can release the driver and tender brakes within ten seconds by using this valve, which will cause the shock of the cars against the engine to be greatly modified, and prevent a further break-in-two. (See Dukesmith Driver Brake Control System.)

Never reverse an engine after applying brakes if your engine brakes are any good, as it will flatten the tires if you reverse with the brakes set.

In using sand, be sure to get it upon the rail before

the speed of the train has been materially reduced, or it will slide the wheels, and if sand is used while the wheels are sliding it is certain to put bad spots on them.

In making a service application you must be governed by circumstances, as regards speed, load and grade, but never make less than a five-pound reduction to start with, as less than that will not push the brake piston out past the leakage groove. Ordinarily from five to seven pounds will be right, but you must always wait a few seconds between the first and second reductions to allow the slack to run out.

In handling loaded trains on heavy grades, it is always best to make about a ten-pound reduction to start with. (See "Train handling on heavy grades.")

Never make over a twenty-five pound reduction in service applications, for with correct piston-travel a twenty-pound reduction will equalize the pressures, and any further reduction is a waste of air.

Always make a running test with a passenger train, and also with a freight train where track conditions will permit it. Some hobo may turn an angle-cock on you.

In all cases of emergency throw the handle to emergency position and leave it there until the train comes to a standstill. But with a passenger train the brakes may be released while running if the danger has been removed.

Releasing the Brakes. Never try to release brakes in running position, with the old style automatic brake valves, for it is just this kind of foolishness that causes many flat and broken wheels. When the brake valve is in running position the trainpipe pressure raises comparatively slow, and if there should be any leaky triple piston packing rings the trainpipe and auxiliary pressures will equalize without moving the slide-valve, and conse-

quently the brakes on all such cars will stick, and on poor rail the wheels on such cars may catch and slide while going slow, or if a brake sticks for any considerable time it will overheat the wheel and cause it to burst and wreck the train.

The amount of money paid out annually by railroad companies on account of "brakes sticking" is something enormous. The money paid out on account of doubling hills from brakes sticking would make a nice fortune.

To release brakes, always use full release position, no matter how long the train is.

Never open the throttle just after releasing brakes on a freight train, but allow the slack to adjust itself first. If you don't, you are almost sure to pull out a draw head and part your train.

To insure a prompt release, when coupling onto an empty or partially charged train, always make about a fifteen-pound reduction and then release and lap the valve until the trainman has made the coupling and opened both angle-cocks. Some engineers are always complaining about their tender brake sticking, when the probability is they have allowed the auxiliary to charge up to seventy pounds, and when the trainman opens the angle-cock between the tender and train it naturally reduces the trainpipe pressure and sets the brake on the tender, and as the volume of space in the trainpipe prevents a quick raising of the pressure, and as a very slight leak by the triple piston packing ring will allow the pressures to equalize, it is easy to understand why the tender brake sticks.

Failure to release brakes is commonly caused by not carrying sufficient excess pressure, for unless the trainpipe pressure is raised *suddenly* the slight leaks by the packing rings in the triples will cause the brakes to stick,

for as the head triples are moved first, the feed grooves in the triples allow the trainpipe pressure to become lower every time a brake is released, so that on a long train the pressure would become so low as it neared the rear end that it would not be strong enough to force the triples to release position. Sometimes a brake can be released by making another heavy reduction, which changes the relation between the trainpipe and main reservoir pressures so that the excess thus created will give the triple a hammer blow and drive it to release position when the handle is thrown to full release. But, of course, if the brake is sticking on account of a leaky packing ring it would have to be bled off, either by the auxiliary bleed cock or the release-signal valve.

In taking water, with a freight train, it is always best to stop short of the water plug, cut off, and run up with the engine alone.

In setting out cars, always apply the brakes before the train is cut, because there can be no danger then of pulling out with an angle-cock closed against you.

Train Handling on Heavy Grades. Trains are frequently stalled on heavy grades because the engineer keeps throwing the handle of the brake valve to full release and then bringing it back to running. Doing this with a G-6 or New York valve soon raises the trainpipe higher than the feed valve is set for, and then, in running position, the brakes are sure to creep on, for the trainpipe pressure must be reduced before the feed valve will open to admit main reservoir pressure.

A heavy initial reduction is proper with loaded trains on heavy grades, because a certain amount of the brake power is necessary to overcome the "drop" or downward movement caused by gravity, which materially reduces the amount left for holding the train at a certain speed,

As soon as the train passes a summit the brakes should be applied, in order to know for a certainty what they are capable of doing. By waiting until the train is well under way before applying the brakes is very liable to cause a runaway, as the trainmen have a poor chance of stopping it by hand brakes, should the occasion arise. The man who is not afraid to call for hand brakes when he thinks there are not enough good air brakes to hold the train, is much safer for the railroad company than the fellow who is afraid to do so because the train crew will think "he has lost his nerve."

In descending a grade, always try to keep the trainpipe pressure as near standard as possible, by recharging as often as may be required, for in case a stop has to be made you will need all the power you can get. (See Str. Air Control.)

Always recharge in full release position. If the trainpipe pressure shows up on the gauge to be above standard, bring the handle to running position for a few seconds to allow it to equalize, and then place it on full release just for a second to kick off any forward brakes that may have set, owing to the auxiliaries on the forward cars charging up faster than the others. (See K Triple.)

Comparatively slight trainpipe leaks are more dangerous on a heavy grade than leaks which are readily noticed, for after a light application, unless the gauge is watched very close, the slight leaks will cause the brakes to continue to set until the pressures are equalized, when it would be impossible to apply them any harder should a stop have to be made.

Hostlers should remember that there are more than two positions (emergency and full release) on the brake valve. An emergency application is only intended to be used when the full brake power is required. A full serv-

ice application is only necessary when running at a high rate of speed, therefore when handling an engine through the yards, make light applications of about five pounds to start with, and gradually increase the reduction as occasion demands. If you are running slow, don't try to use a high-speed application, as you are very liable to slide the wheels. Never use the emergency on the turn table.

TESTING AND INSPECTION OF AIR BRAKES.

No train should ever leave a terminal until the brakes have been thoroughly tested and put in good order.

In testing a train, begin at the rear end and close the angle-cock, and, if it is a freight train, couple the hose between the caboose and the first car, after knocking the hose-couplings together to jar out any dirt that may be lodged in them, then turn the angle-cocks straight with the pipe; next, see that the brake is cut in at the cross-over pipe; examine the retainer to see that the handle is turned down, and notice if the hand brake is released. Treat every car in the train alike, and when you reach the head end, before coupling the tender hose, always blow it out by opening the angle-cock.

While the train is being charged up, which will take about fifteen minutes, if it is a thirty or forty-car train, go over the train and stop all the leaks. If a bad blow is found at a triple gasket which can't be stopped by tightening the nuts, cut the brake out, bleed it and report it on a defect card. If the blow is at the hose-coupling, and a new gasket does not stop it, drive a small sliver of wood, or a match, between the lugs, which will force the heads together. Never use paper or a nail.

When the train is charged up and the brakes have been set, begin at the front end and examine the piston-travel

on each car. If a piston is found to travel nine inches, or over, mark the car so that you will know whether to take up or let out the travel, after the engineer has released the brakes.

Should you come to a car where the brake is cut in and the auxiliary charged, but the piston is not out, have the engineer make a further reduction to ascertain if the brake "leaked off" or "released." If it releases you can hear it blow out of the retainer, and if it leaks off the air is escaping around the packing leather in the cylinder, which usually cannot be heard. In either case cut out the brake and report it correctly, for if you say it leaked off, the car repairer will go after the cylinder leather, and if you say it released, he would go after the triple.

Upon reaching the rear end of the train, signal the engineer to release, and then see if every car releases properly.

If a brake has failed to release, examine the retainer, and if it is found with the handle turned down, and the brake rigging is not caught, cut the brake out, bleed it and report it.

When you come again to any car which you had previously marked for changing the piston-travel, take up or let out the slack by moving the truck dead lever forward or back, as the case may be, but be sure to take it up at both ends of the car alike.

Having finished inspecting the train, report to the engineer the number and condition of the brakes in working order.

When a train is equipped with the release signal you can tell by the action of the signal just what the brake is doing and if the piston-travel is too great.

BRAKE LEVERAGE.

The subject of brake leverage is a very important one, but as all foundation brakes are supposed to be carefully figured out by competent experts when the car is built, an absolute knowledge of leverage is not required of enginemen or trainmen. I shall, however, explain the different kinds of levers and the manner of figuring them so that any one can, by a few simple calculations, tell if a car or engine is getting its proper braking power, and also lay out the proper leverage when building new work.

In order to tell the proper proportion of brake levers, or to ascertain what force is being exerted at any of the pins, it is necessary to take into account two forces and two distances.

The two forces represent the power applied at one pin and the weight lifted by the other pin, between which is the fulcrum; the two distances are figured from the fulcrum to the applied power and from the fulcrum to the weight.

In every case the applied power multiplied by the distance it is from the fulcrum divided by the distance from the fulcrum to the weight, will tell you what the weight is that is being lifted by the applied power.

The point that most bothers the new student is to tell where the fulcrum is, but this will come all right with a little practice.

Remember that in figuring leverage you must take "proportion" into account. If the applied power is proportionately one-third nearer the fulcrum than the weight is to the fulcrum, the power can only lift a weight equal to one-third of its force, and if the opposite is true then the power can lift a weight equal to three times its force.

For example, if a lever is forty inches long from the centers of the outside holes, and another hole is placed ten inches from either end, it would be called a one to three lever, for when you divide forty into two parts of ten and thirty, the result is that one portion is three times greater than the other, so that if you applied the power at either end and the weight at the other, then the fulcrum would be the ten-inch hole, and if the power of, say, 100 pounds, was nearest the fulcrum, you would multiply 100 by 10, which would equal 1,000, and when you divide 1,000 by 30 the result would be 33 1-3, or one-third of the applied power. This would be called a lever of the first kind.

Now suppose that the power was at the long end of the lever, and the weight at the other, then the fulcrum would be at the thirty-inch hole. So that 100 multiplied by 30 would equal 3,000, which divided by 10 would equal 300 or three times the applied power. This is also a lever of the first kind.

Again, suppose the power was nearest the ten-inch hole, and the weight was *at* the ten-inch hole, then the fulcrum would be forty inches away from the applied power. In order to tell how much weight could now be lifted by the 100 pounds, you would multiply it by 40, which would equal 4,000, divided by 30 would equal the weight, 133⅓ pounds, for the reason that the fulcrum is three-thirds, or one whole number, away from the power, which gives 100 pounds lift, and the weight being one-third the distance from the power, gives a lift of one-third of the applied power, and the two combined equal one and one-third the force of the applied power. This is called a lever of the second kind, as the delivered force or weight is between the fulcrum and the applied power.

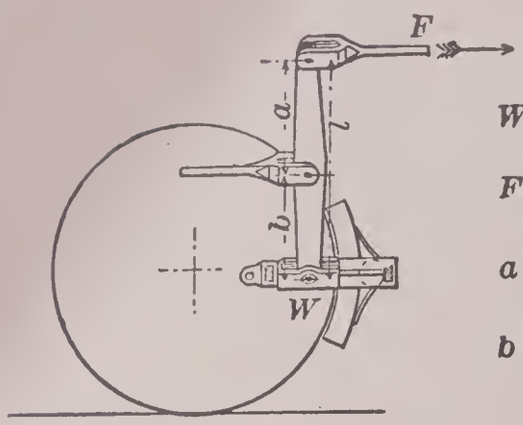
The third kind of lever is designated by having the

applied force between the fulcrum and the delivered force, and is explained as follows: The applied power is now at the ten-inch hole, and the weight is at the end nearest the power, which would make the fulcrum at the opposite end, or thirty inches from the power. Multiply the 100 by 30, and you have 3,000 pounds, which divided by 40 (the distance the weight is from the fulcrum), and you have a lifting force of seventy-five pounds; for the reason that the applied power is located three-fourths the distance from the fulcrum to the weight. If you change the weight so that it would be at the thirty-inch hole, the lifting force at the weight end would only be twenty-five pounds, because the applied power would then be located at a point equal to one-fourth the distance that the fulcrum is from the weight.

Therefore, with a lever of the third kind the lifting force is always increased in proportion to the distance that the applied power is from the fulcrum as the fulcrum is from the total length of the lever; in other words, by moving the applied power toward the weight increases the lifting force and moving the applied power away from the weight toward the fulcrum decreases the lifting force of a lever of the third class.

Always remember that the applied power and the weight added together equal the strain at the fulcrum.

Should you wish to design a cylinder lever and wanted to know where to place the middle, or fulcrum pin, you would proceed as follows: Multiply the weight to be moved by the total length of the lever, between the two centers of the outside holes, and divide it by the applied force and weight combined; the result would be the distance in inches from the cylinder pin hole to the fulcrum. To prove it, multiply the applied force by the length, and divide by the force and weight combined,



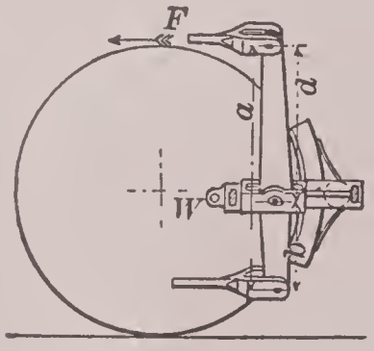
$$W = \frac{F \times a}{b}$$

$$F = \frac{W \times b}{a}$$

$$a = \frac{W \times b}{F} \text{ or } a = \frac{W \times l}{F + W}$$

$$b = \frac{F \times a}{W} \text{ or } b = \frac{F \times l}{F + W}$$

FULCRUM BETWEEN APPLIED AND DELIVERED FORCES.



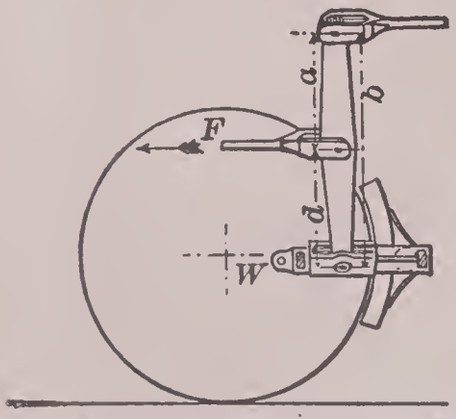
$$W = \frac{F \times a}{b}$$

$$F = \frac{W \times b}{a}$$

$$a = \frac{W \times b}{F} \text{ or } a = \frac{W \times d}{W - F}$$

$$b = \frac{F \times a}{W} \text{ or } b = \frac{F \times d}{W - F}$$

DELIVERED FORCE BETWEEN FULCRUM AND APPLIED FORCE.



$$W = \frac{F \times a}{b}$$

$$F = \frac{W \times b}{a}$$

$$a = \frac{W \times b}{F} \text{ or } a = \frac{W \times d}{F - W}$$

$$b = \frac{F \times a}{W} \text{ or } b = \frac{F \times d}{F - W}$$

APPLIED FORCE BETWEEN FULCRUM AND DELIVERED FORCE.

PLATE NO. 124—BRAKE LEVERS.

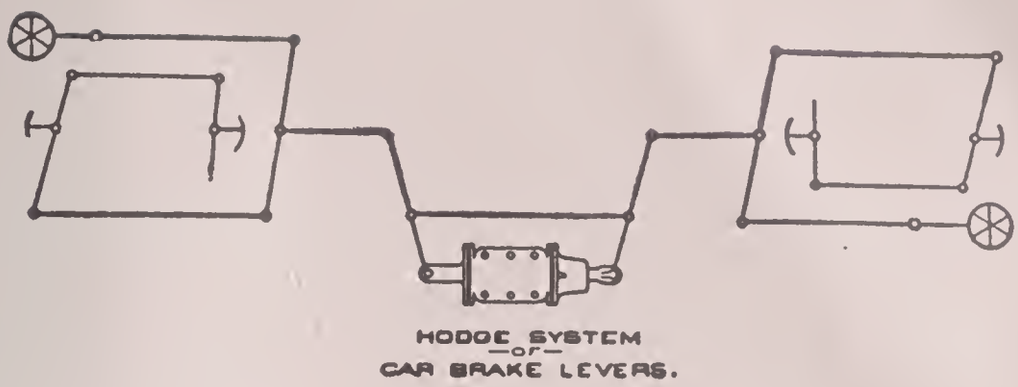


FIG.

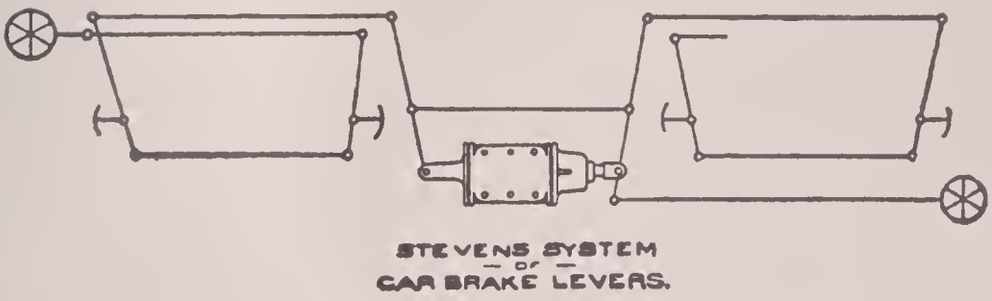
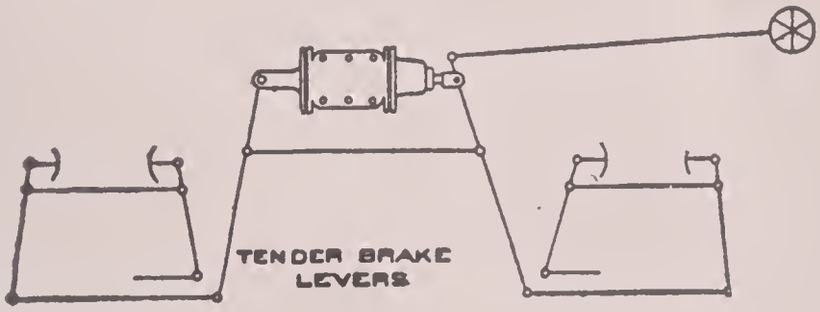


FIG.



FIG

PLATE NO. 125—CAR AND TENDER TRUCK BRAKE LEVERS.

which should equal the number of inches from the fulcrum to the weight pin hole.

For example, suppose you had an eight-inch cylinder, with a quick-action triple, the applied power would be 3,000 pounds; now suppose you wanted a force of 1,500 pounds on the floating lever end of the cylinder lever,

which is 33 inches long, you would multiply 3,000 by 33, which equals 99,000, now divide this by the required force (1,500) and the applied power (3,000) combined (or 4,500), and you have as a result 22, which is the number of inches the hole should be from the weight end of the lever which would make the fulcrum eleven inches from the cylinder end of the lever. Prove this by multiplying 3,000 by 11, and dividing by 22, and see if you don't get 1,500 as a result.

Plate 124 illustrates the formula for calculating the different kinds of levers. The first kind is where the fulcrum is in the middle; the second has the weight in the middle, and the third has the applied power in the middle.

The first formula translated into straight English would read as follows: The weight (W) is equal to the applied power (F) multiplied by the distance (*a*) from the power to the fulcrum, divided by the distance (*b*) from the fulcrum to the weight. From this you can read the others.

Plate 125 illustrates the two systems of brake levers used on passenger cars, and also the tender levers. The Hodge system is especially indicated as having a floating lever, which the Stevens system has not.

Plate 126 shows a freight equipment of levers with the brake shoes attached below the bottom rod. The plate shows the result of an emergency and a service application.

RULES FOR CALCULATING BRAKE POWER.

The force exerted upon the piston depends upon the size of the cylinder and the air pressure in the cylinder.

To get the number of pounds push at the piston, multiply the number of square inches on the piston by the num-

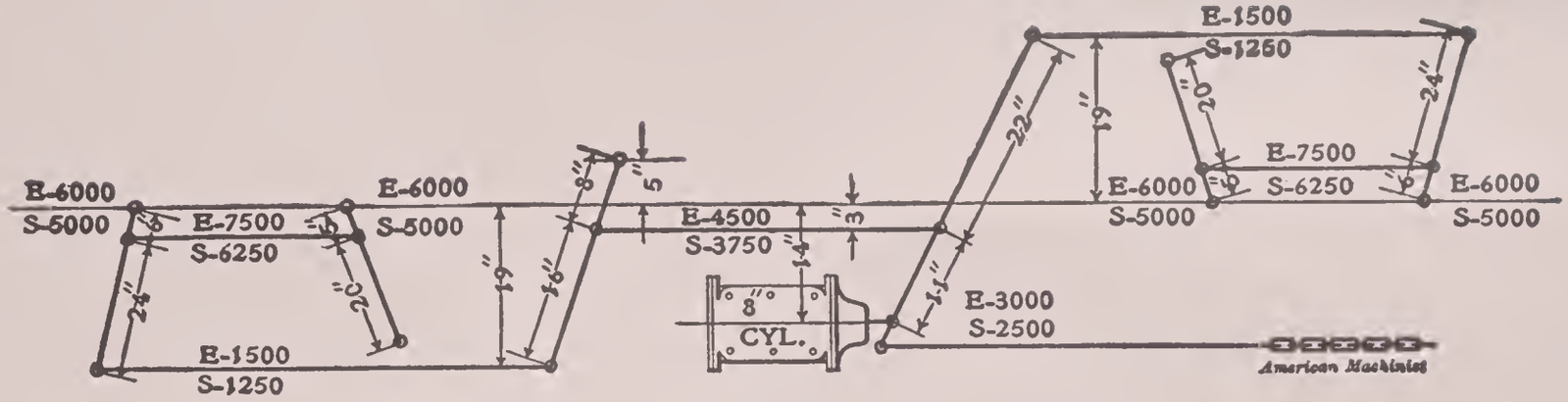


PLATE NO. 126.

Weight of car, 34,286 pounds; braking power, 24,000 pounds, or 70 per cent.

With the quick-action triple valve, E indicates forces in emergency applications and S indicates forces in full service applications; with the plain triple valve, S indicates the forces in either Full Service or Emergency Applications.

All distances of rods from center line of car body are those that should occur when the levers stand at right angles to it.

ber of pounds pressure per square inch on the cylinder. For example, an eight-inch piston contains fifty square inches, which multiplied by fifty, the cylinder pressure, would give a push of 2,500 pounds at the end of the piston-rod.

To find the number of square inches on a piston, multiply the diameter by itself, and by the number thus obtained multiply .7854, and cut off the last four figures from the result, and the remainder will be the number of square inches. For example, 8 times 8 is 64, and .7854 multiplied by 64 equals 50.2656, or 50 inches and 2,656 ten-thousandths of an inch, so you just cut off the ten-thousandths, unless they are equal to a half number or better, when you count them a half, as for instance, a ten-inch cylinder would be counted as having 78½ square inches.

A short method is to multiply the diameter by itself, and the result by 11 and divide by 14.

To find at what pressure the auxiliary would equalize with the cylinder, find the number of cubic inches contained in the auxiliary by multiplying the number of square inches contained in its diameter by its length (minus the concavity in the heads), and then multiply the cubic inches by the pressure with fifteen pounds added, and divide by the combined cubic inch contents of the auxiliary and cylinder and deduct the fifteen pounds which you added, and the result will show the point of equalization.

For example, a freight auxiliary contains about 1,620 cubic inches, and the standard pressure is 70 pounds; to this add 15, which makes 85, now multiply 1,620 by 85 and you get 137,700. An eight-inch cylinder, with eight-inch piston travel, contains about 450 cubic inches. The cylinder and auxiliary together hold 2,070; now divide

137,700 by 2,070 and you get 66½, from which deduct 15, and the result is 51½, or the pounds pressure at which they equalize.

The following table gives the force exerted upon the pistons of the different sized cylinders with pressures of fifty and sixty pounds per square inch:

Size of cylinder,	6″	8″	10″	12″	14″	16″
50 lbs. pressure,	1,000	2,500	4,000	5,650	7,700	10,059
60 lbs. pressure,	1,700	3,000	4,700	6,700	9,200	12,050

SIZES OF AUXILIARY RESERVOIRS WHICH SHOULD BE USED WITH DIFFERENT SIZED CYLINDERS, WITH THE CUBIC-INCH CAPACITY OF EACH, WITH EIGHT-INCH PISTON TRAVEL.

Eight-inch tender and truck cylinders, with 10×24 auiliary: Cubic inches of cylinder, 450. Cubic inches of auxiliary, 1,491.

Eight-inch driver brake cylinders, with 10×33 auxiliary: Cubic inches in auxiliary, 2,050.

Ten-inch cylinders of all kinds, with 12×33 auxiliary: Cubic inches in cylinder, 628. Cubic inches in auxiliary, 3,030.

Twelve-inch cylinders of all kinds, with 14×33 auxiliiary: Cubic inches in cylinder, 904. Cubic inches in auxiliary, 4,120.

Fourteen-inch cylinders of all kinds, with 16×33 auxiliary: Cubic inches in cylinder, 1,232. Cubic inches in auxiliary, 5,450.

Sixteen-inch cylinders of all kinds, with 16×42 auxiliary: Cubic inches in cylinder, 1,600. Cubic inches in auxiliary, 7,163.

CYLINDER PISTONS AND AUXILIARY DIAMETERS.

The following tables show the number of square inches on the different sized pistons, and inside diameter of auxiliary reservoirs:

8-inch	cylinder	piston	contains	50	square	inches.
10 "	"	"	"	78½	"	"
12 "	"	"	"	113	"	"
14 "	"	"	"	154	"	"
16 "	"	"	"	201	"	"
10-inch	auxiliary	contains		71	square	inches.
12 "	"	"		103½	"	"
14 "	"	"		143	"	"
16 "	"	"		188½	"	"

PERCENTAGE OF BRAKING POWER REQUIRED.

The following table shows the percentage of braking power required for engines, tenders, passenger and freight cars:

When plain triples are used the cylinder pressure is figured at fifty, but with quick-action triples it should be sixty pounds per square inch.

Engines, 75 per cent of weight on drivers.

Tenders, 100 per cent of light weight.

Passenger cars, 90 per cent of light weight.

Freight cars, 70 per cent of light weight.

When six-wheel trucks are used on passenger cars and have only four pairs of wheels braked, the braking power should be figured as 90 per cent of eight-twelfths of the total weight. A chair car weighing 90,000 pounds with only four pairs of wheels braked should only have a brake power of 54,000 pounds.

TO DESIGN LEVERS FOR A CAR.

When designing the levers for a car you must begin by taking the total weight, and where four pairs of wheels are to be braked on an eight-wheel passenger car, take ninety per cent of the weight and divide it by four, which will give you the amount of power required for each brake beam. To find what the pull should be at the top of the live lever, measure the height of the truck, in order to know how long the live lever must be. Having found the length of the lever, and knowing what force there must be on the brake beam, you proceed as previously explained under "Brake Leverage," remembering that your live lever is of the second kind, as shown in Plate 124.

THE OUTSIDE EQUALIZED DRIVER BRAKE.

Plate 127 illustrates the regular outside equalized driver brake, which is now almost universally used on engines.

In order that you may better understand it, I will run through the figures for you. There is a fourteen-inch cylinder on each side, with a force at the piston of 7,650 pounds. The weight on drivers is 81,600, and 75 per cent of this is 61,200, which divided by 6 means that each wheel must have a brake power of 10,200. The length of the long arm of the cylinder lever is 24 inches, and the short arm is 6. So that 7,650 multiplied by 24 equals 183,600, which divided by 6 leaves 30,600 pounds at the bottom end of the short lever. This is carried to the first equalized lever, which is 4×8, or a one to two lever, and as the applied power is two-thirds the distance from the fulcrum as the fulcrum is from the weight, the short end of the lever has a force of two-thirds of the applied power, or 20,400, which leaves the other one-

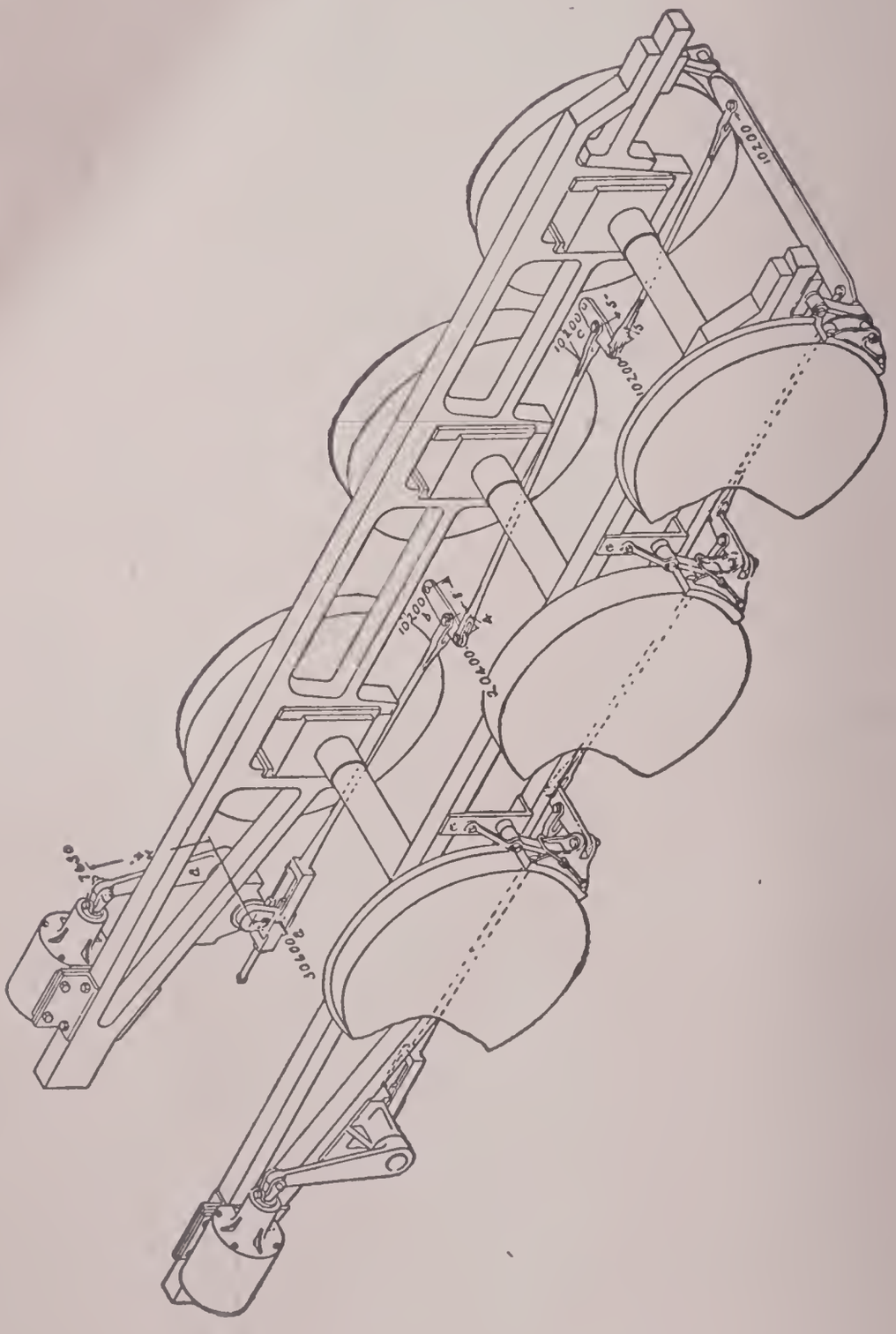


PLATE NO. 127—THE OUTSIDE EQUALIZED DRIVER BRAKE.

third as the weight against the first wheel, which is the fulcrum. The applied power at the second equalized lever being 20,400 pounds, and as the applied power is midway between the fulcrum and the weight, it is equally divided, which leaves 10,200 at the second wheel, and the other 10,200 is carried to the third wheel, thus giving each wheel the same brake power.

THE CAM DRIVER BRAKE.

The chief features of the Cam brake requiring consideration are the maintenance of such a piston-travel that auxiliary reservoir and brake cylinder pressures shall equalize at fifty pounds when the brakes are fully applied, and of such an adjustment of the cams that their point of contact shall be in line with the piston-rod: otherwise a bending influence will be exerted upon the piston-rod.

To adjust the cams, in order to shorten or lengthen the piston-travel or to secure a central point of contact, the check nut should be slacked off and the screw turned outward to shorten the piston-travel, or inward to lengthen it.

To calculate the braking power, apply the brake and measure the piston-travel; then release the brake, insert pieces of one-quarter-inch steel wire crosswise between the tire and the shoe at the upper and lower ends, and again apply the brake; divide the difference of the piston-travel by the thickness of the steel, and multiply the result by the total force acting upon the piston. The result is the pressure of one shoe, which, multiplied by four, gives the total braking power. Divide this total by the total weight upon drivers to obtain the percentage of braking power.

EXAMPLE.

Weight on drivers, 53,330 pounds.

Piston-travel, without inserting wires, three inches.

Piston-travel, with one-quarter-inch wires inserted, two inches.

Total force on piston (eight-inch cylinder brake, fully applied), 2,500 pounds.

1 divided ¼ equals 4. 4 multiplied by 2,500 equals 10,000 pounds.

10,000 pounds multiplied by 4 equals 40,000 pounds—the total braking power.

40,000 divided by 53,330 equals 75 per cent.

THE LOCOMOTIVE TRUCK BRAKE.

Plate 128 illustrates the American Equalized Locomotive Truck Brake with Automatic Slack Adjuster. Inasmuch as a considerable proportion of the weight of certain types of locomotives is carried upon the truck, the importance of a well-designed brake upon that part of the equipment is self-evident, especially as the weight upon this truck frequently equals (and often exceeds) the weight of a large capacity car. This brake should be maintained in a high state of efficiency, which is readily accomplished by the aid of the automatic slack adjuster.

What has been said with reference to the maintenance and care of the driver brake applies with equal force to the truck brake.

In concluding this volume the author would earnestly impress upon the mind of the reader that he should carry the book with him in his daily work, as the time is al-

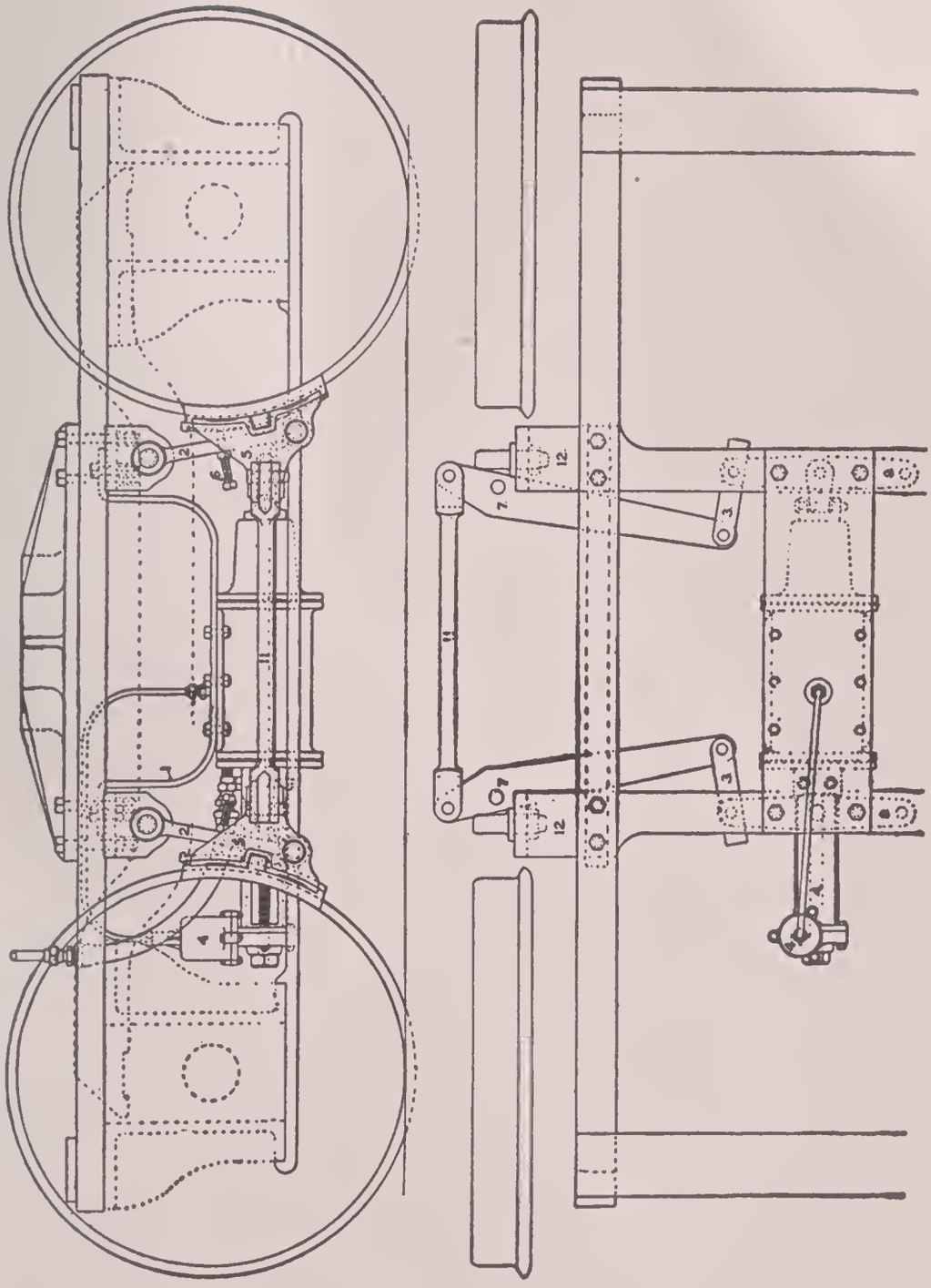


PLATE NO. 123—ENGINE TRUCK BRAKE.

ready here when all railroad men are expected to have a thorough knowledge of the air brake, and unless you are already well posted you cannot expect to absorb the knowledge if your instruction book is left at home.

You should always keep in mind the fact that the human brain is naturally inclined to throw off everything that tends to trouble it in any way, and as your success as a railroad man will depend upon your ability to acquire and retain knowledge, I would advise you to remember this little motto:

By reviewing what you think you know, you learn to know what you know you know.

QUESTIONS AND ANSWERS TO SECTION 7.

THE PHILOSOPHY OF AIR-BRAKE HANDLING, BRAKE POWER LEVERAGE, ETC.

152. What is meant by the philosophy of air-brake handling?

Ans.—It is a clear and definite understanding of the effect produced by different volumes and pressures of air in relation to the varying conditions of track, load, grade and speed.

153. What is one of the first things an engineer should learn in handling trains?

Ans.—The value of maintaining correct standards of pressure in the different parts of the air-brake equipment.

154. What is the percentage of brake power allowed on freight cars, passenger coaches, engines and tenders?

Ans.—A tender is braked to 100 per cent of its light weight; an engine at 75 per cent of weight on drivers; a freight car at 70 per cent of its light weight, and a passenger coach at 90 per cent of its light weight. When a coach has six-wheel trucks and only four wheels braked, the braking power should be figured as 90 per cent of 8/12 of the total weight.

155. What is the correct piston-travel for locomotives?

Ans.—As there are two cylinders on a locomotive both pistons should travel the same, and in order to determine what that travel should be, a test gauge should be applied and the piston-travel set so that the pressure equal-

izes with a full service or emergency application at fifty pounds. The smaller brake cylinders usually require about three inch piston-travel, and the larger cylinders four and five inches, and as piston-travel on an engine is multiplied by two, a three-inch travel would mean six inches and the four-inch travel eight inches when both sides are counted.

156. What should be the piston-travel on cars?

Ans.—The piston-travel should be eight inches running along, and as the equipment while running allows a further piston-travel than can be obtained while the car is standing, the piston-travel should be set at about six inches. The rule is, never less than five, nor more than seven while the car is standing.

157. When a car is equipped with a slack adjuster how should the piston-travel be regulated?

Ans.—When a car is equipped with new shoes the piston-travel should be set at from 6 to 6½ inches by taking up the slack at the dead levers.

158. Is there anything that will cause the piston-travel to be too short on a car equipped with the automatic slack adjuster?

Ans.—Yes. If some of the slack has been taken up on the hand brake, or the position of the dead levers has been changed.

159. When a car is equipped with the slack adjuster, what may cause the piston-travel to become too long?

Ans.—Some obstruction may get into pipe B, or the pipe may leak, or the slack adjuster cylinder and packing leather may leak. If a car has been running with the hand brakes partly set it naturally takes up the slack, consequently when the brake is entirely released it will take the slack adjuster some time to readjust the piston-

travel, as the cross head is only moved 1/32 of an inch at each operation of the adjuster.

160. In applying new shoes to a car, what is necessary to be done in order to increase the shoe clearance?

Ans.—Turn the ratchet nut to the left and after the shoes are applied the piston-travel may be shortened by turning the adjuster nut to the right.

161. What is the danger of operating trains with uneven piston-travel?

Ans.—Uneven piston-travel causes some of the brakes to be released sooner than others, and consequently where there is not sufficient excess pressure carried to promptly release all brakes, it is very liable to either pull the train in two or slide the wheels, or cause the wheels to become heated from the pressure of the brake shoe so that the wheels are broken and the train wrecked.

162. Is there any difference in the way in which a passenger or freight train should be stopped?

Ans.—Yes. All the difference in the world. A passenger train should be stopped by making two applications and the brake valve thrown to release position just before the train comes to a dead stop in order to avoid the shock. Whereas, with a freight train but one application should be made, and the train allowed to come to a full stop before releasing, unless the engine is equipped with a Straight Air Control Valve. A further difference is, that in making a passenger stop where the train is running twenty-five miles an hour or over, the initial reduction should not be less than ten pounds, whereas, with a freight train the initial reduction should never be over seven pounds, excepting with a heavy train on descending grades, when a ten-pound application would be right and proper.

163. In coupling a locomotive on to a train, what should the engineer do?

Ans.—He should make at least a ten-pound reduction and hold his valve on lap until the train is fully coupled up in order to prevent the tender brake from sticking.

164. Why are the tender brakes liable to stick if the engineer fails to make a reduction when coupling on to a train?

Ans.—For the reason that when more trainpipe is connected to the tender the air flowing into the added trainpipe will cause a reduction at the tender triple and set the brake, and as the triple piston packing ring on the tender, more than any other, is liable to be slightly gummed, it follows that in charging up the train while the tender brakes are set with a high auxiliary pressure, the auxiliary and trainpipe pressure on the tender is liable to become equalized or nearly so, which prevents a sure release of the brake.

165. In using the high-speed brake, why is it that the brakes take hold quicker with the same amount of reduction than they do when using the automatic brake?

Ans.—It is because the auxiliary is charged to 110 pounds instead of seventy, so that the air passes quicker into the brake cylinder.

166. Would you get a higher brake power with a ten or fifteen-pound reduction in using the high-speed brake than you would if using the automatic brake?

Ans.—No. Because the same pressure per square inch would show in the brake cylinder with a ten or fifteen-pound reduction no matter which equipment was being used. But should a reduction be made with a high-speed brake of twenty-two pounds or more, there would be a corresponding increase in the brake cylinder pressure.

167. Why is this?

Ans.—With the automatic brake a reduction of twenty pounds will cause the auxiliary and brake cylinder pressures to equalize so that a further reduction would be simply a waste of air; whereas, with the high-speed brake the auxiliary and brake cylinder pressures do not equalize until a reduction of about twenty-six pounds has been made, but when the auxiliary and brake cylinder equalizes with the automatic brake equipment in service application, there is only a pressure of fifty pounds in the cylinder if the piston-travel is correct; whereas, with the high-speed brake equipment the auxiliary and brake cylinder will equalize with a service application at about sixty-eight pounds, and in an emergency application at about eighty-eight pounds where 110-pound trainpipe pressure is used, with Westinghouse triples.

168. In making a two-application stop with a passenger train, how should the brakes be released after the first application and why?

Ans.—In making a two-application stop the initial reduction should be from ten to twelve pounds according to the speed of the train, and as soon as the momentum of the train has been checked, one or two more reductions should be made until the auxiliary and brake cylinder pressures have equalized, when the brake valve handle should then be thrown to full release position just long enough to insure that all brakes are released, when the handle should be brought to lap position, until it is time to make the second application. The reason for this is because the auxiliaries cannot be recharged between the first and second application, and by holding the valve on lap it allows the trainpipe and auxiliary pressures to equalize so that on the first reduction, when the second application is begun, the triples will move

promptly and pass the air from the auxiliary into the brake cylinder.

169. In handling a freight train, why should the engineer always listen to the trainpipe exhaust in making a service application?

Ans.—Because by the length of the blow at the trainpipe exhaust he can tell whether he has a long or short trainpipe.

170. In case of a break-in-two, what should the engineer always do?

Ans.—Promptly close the throttle and lap the brake valve, in order to stop as quickly as possible so that the rear end of the train will not hit the forward end so hard when they come together. By using the Dukesmith Driver Brake Control Valve this shock is avoided.

171. How should sand be used on a rail?

Ans.—Sand should always be used before the speed of the train has been materially reduced, as otherwise it is almost sure to spot the wheels.

172. Why should the throttle never be opened immediately after releasing the brakes on a freight train?

Ans.—Because the slack must be allowed to adjust itself first in order to prevent pulling the train in two.

173. What is a common cause for stalling trains on heavy grades with the old style brake valves?

Ans.—The continual throwing of the brake valve handle to full release and back to running position. By doing this the engineer gets the trainpipe charged higher than what the feed valve is set for and when the trainpipe pressure has been raised above seventy pounds, if the handle is placed in running position, no air can pass through the feed valve attachment until the trainpipe leaks have reduced the pressure below what the feed

valve is set at, and as a consequence the brakes get to dragging and thereby stall the train.

174. What is the danger of bleeding off a stuck brake and allowing it to run without cutting it out?

Ans.—A brake that is inclined to stick and has to be bled off is almost sure to stick again at a time when the trainmen cannot get to it to bleed it unless there is a release signal on the car, and as a consequence the wheels are liable to become heated and either slide or break and ditch the train.

175. What number of cars in a train should be air braked?

Ans.—All of them, if possible, but a recent law passed by Congress in Aug., 1907, requires that seventy-five per cent of the cars in a train shall be equipped with air brakes in good condition.

SECTION 8.

CHAPTER VIII.

THE STRAIGHT AIR BRAKE AS USED ON ELECTRIC TRACTION CARS.*

*A special index for this chapter has been prepared and immediately follows the index of the Automatic Equipment.

Motormen and conductors of electric cars should possess something more than a mere knowledge of how to apply and release brakes. They should understand the mechanical principles represented in the brake, and should know how to detect, remedy and report any and all kinds of defects which may arise in the straight air-brake equipment.

The changed conditions of the past few years have materially raised the personnel of electric railway employés. There was a time when almost any kind of a man could find employment on street railways, but to-day a man must possess a certain amount of ability before even his application will be considered. These changed conditions are mainly due to the advent of interurban railway traffic.

The cars operated in interurban service are not only very heavy, but the speed at which they travel is in many cases faster than ordinary steam railroad cars. Many steam railroads feel that they are doing very well if their freight schedules average twenty-five miles an hour,

whereas nearly all interurban electric railways make an average schedule of at least thirty miles an hour. Such being the case, it is highly important that motormen and conductors master as fully as possible all detailed knowledge of the operation and maintenance of the brake apparatus.

The question of brake power on electric railways is quite a different proposition from that of steam railways, for the reason that with steam railroads there is but one kind of power brake in general use, which is the automatic air brake, whereas with the electric railways there are many kinds of power brakes in use. For instance, there is what is known as the hydraulic brake; and the magnetic brake; and of air brakes there are several systems in use, the most common of all is known as the motor compressor system: that is, the air is compressed by a motor-driven compressor.

Each kind of brake, of course, has its special advantages, but when all things are taken into account there is no brake so good and reliable for electric railways as an air brake, and as the majority of electric roads operate their cars singly, it naturally follows that the straight air brake is the best all-around brake that can be used.

While there are different systems of straight air brakes in use on traction cars, they are, however, all so nearly alike in their general make-up and operation that it will not be necessary to describe more than one system, as it is presumed that the reader has already carefully read the instructions covering the automatic air brake given in the preceding pages of this book.

I will describe the straight air brake commonly known as the direct current, motor driven compressor system, the essential parts of which are as follows:

The motor driven air compressor, for the purpose of generating compressed air.

The automatic governor, for the purpose of controlling the motor driven compressor.

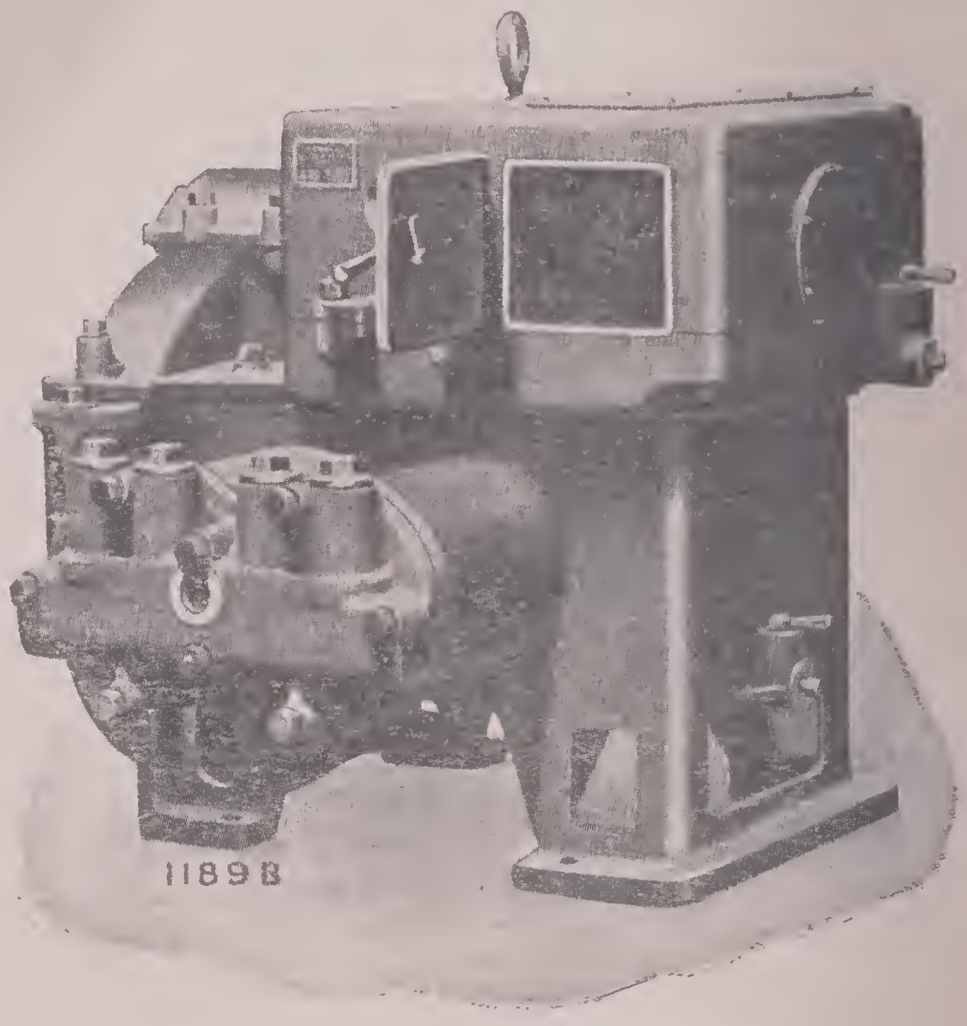


PLATE 129—MOTOR DRIVEN AIR COMPRESSOR.

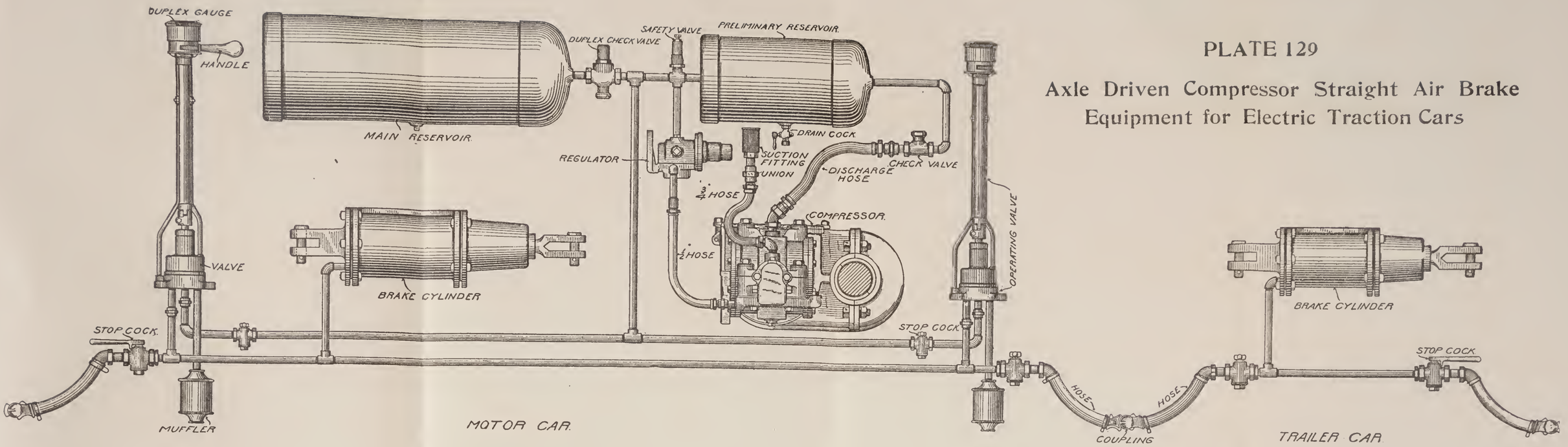
The main reservoir, in which the compressed air is stored ready for use.

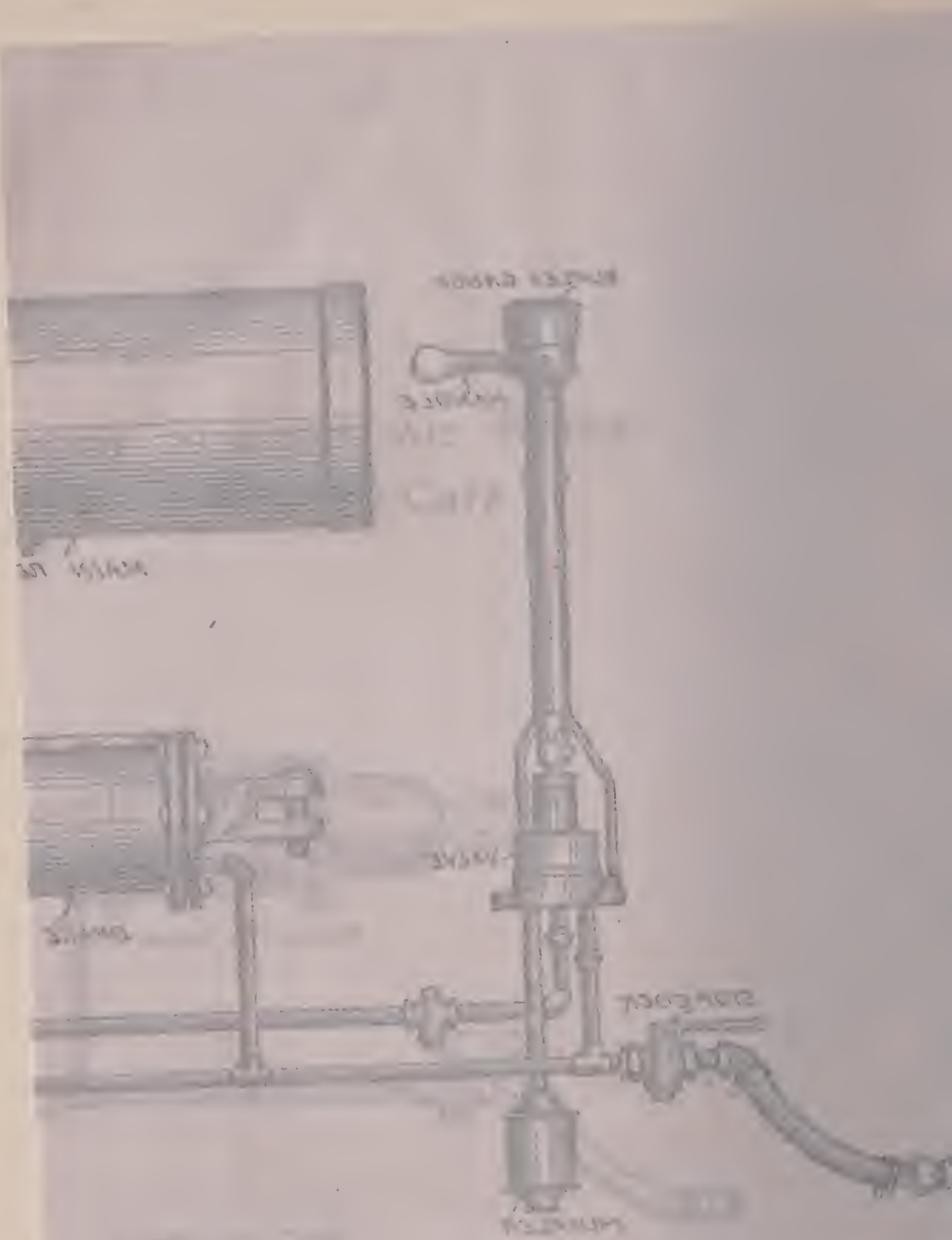
The brake cylinder, into which the air is discharged when the brakes are applied.

An operating valve (or brake valve), by which the air is allowed to pass from the main reservoir into the brake

PLATE 129

Axle Driven Compressor Straight Air Brake Equipment for Electric Traction Cars





cylinder and from the brake cylinder to the atmosphere, in applying and releasing the brake.

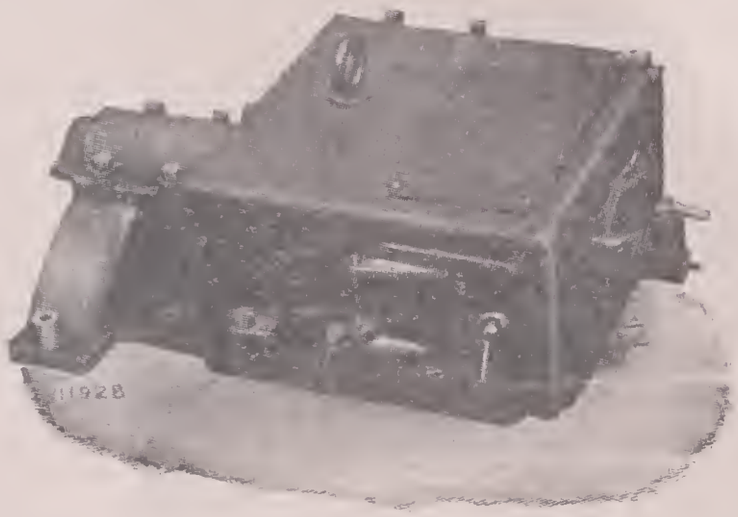


PLATE 130—MOTOR COMPLETE.

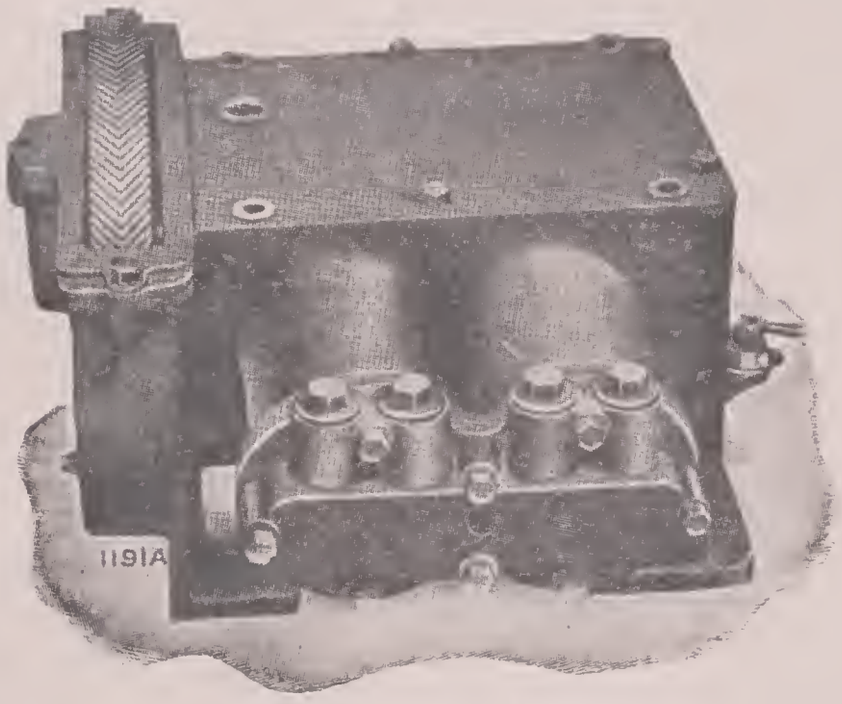


PLATE 131—PUMP COMPLETE.

A duplex air gauge, for the purpose of indicating at all times the amount of pressure in the main reservoir and in the brake cylinder.

An air whistle, together with a system of levers to which the brake shoes are attached.

Some systems have, in addition to the above parts, an emergency valve located in the line of pipe, and arranged so that when two or more cars are coupled together the emergency valve will automatically permit main reservoir pressure to flow into the brake cylinder when the cars separate.

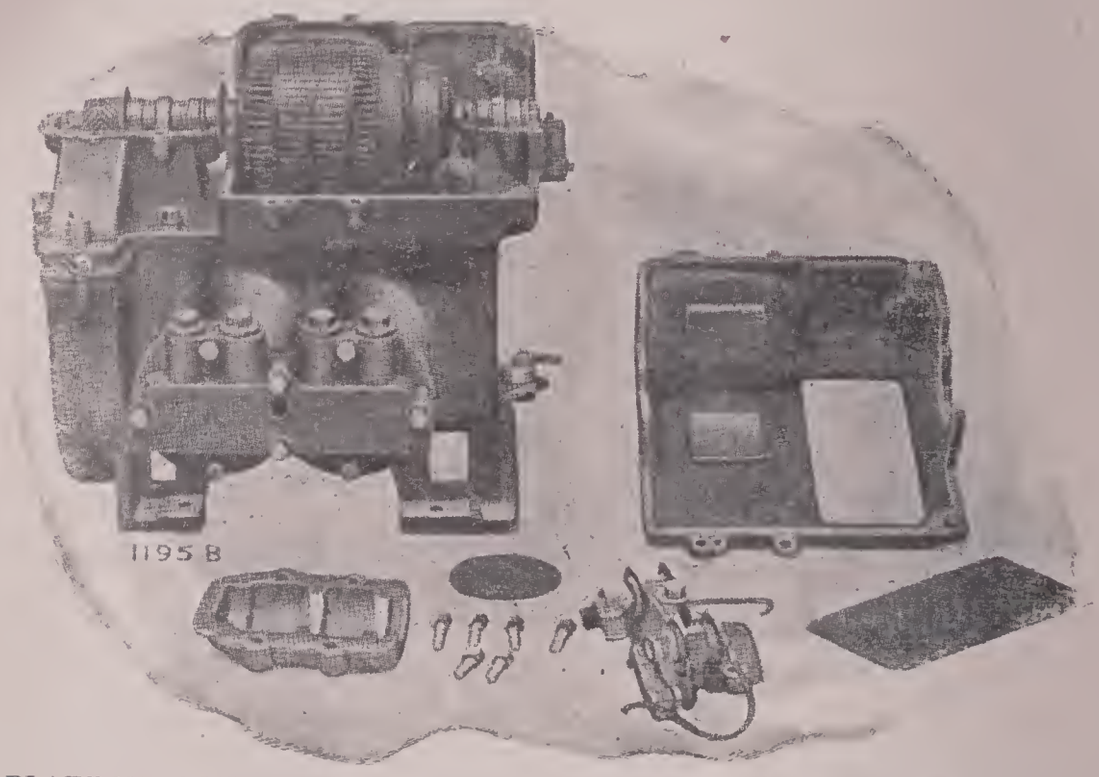


PLATE 132—COMPRESSOR DISMANTLED TO REMOVE THE ARMATURE.

On most traction cars there is an operating valve at each end of the car, so that on the return trip the motorman can simply place the handle of the brake valve on Lap position and remove the handle, so as to carry it with him to the other end of the car when desired.

MOTOR DRIVEN AIR COMPRESSOR.—This type of compressor is supplied with power from an electric motor,

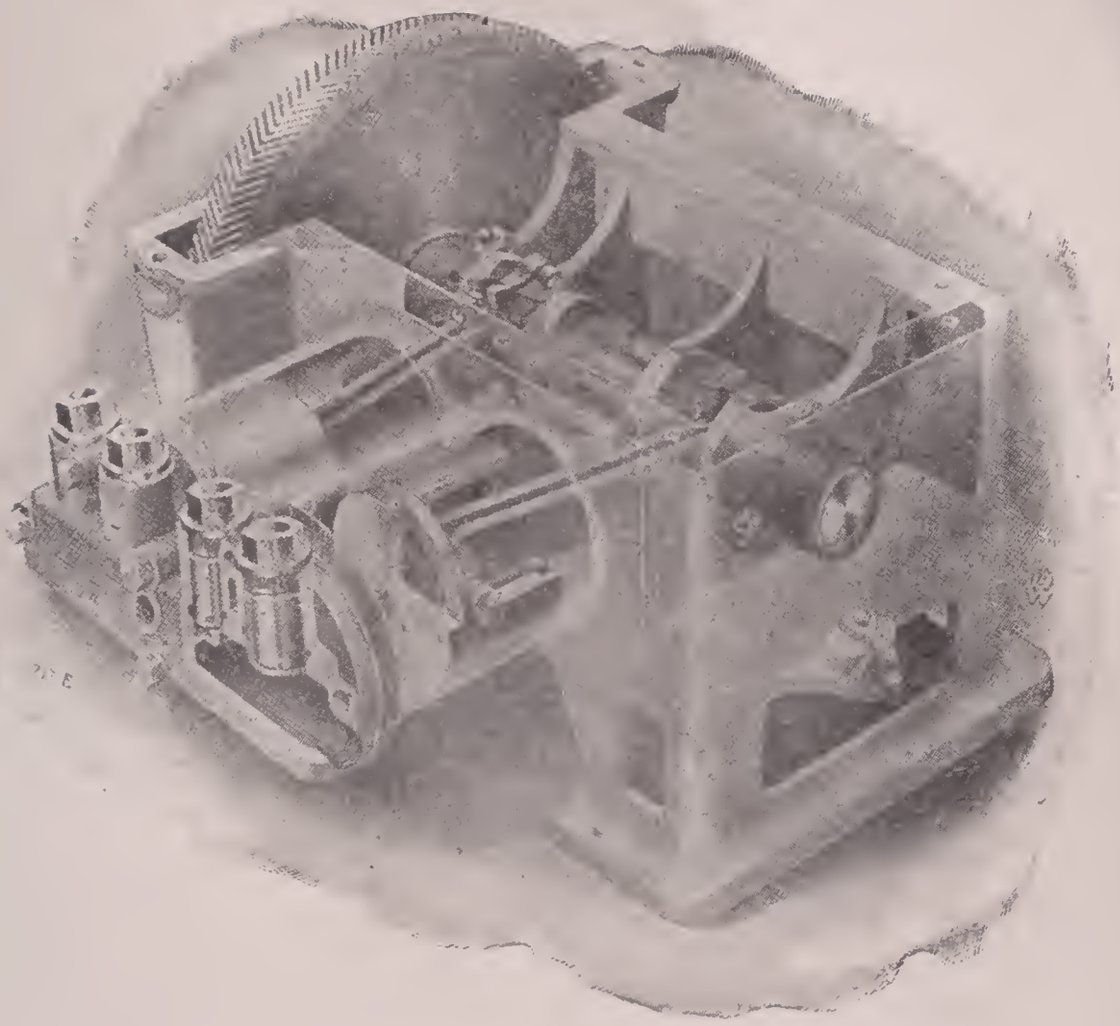


PLATE 133—PHANTOM VIEW OF COMPRESSOR BASE.

PLATE 134—PISTON, RINGS AND CONNECTING ROD.

and the motor gets its power from the electric current that operates the driving motor of the car.

A common form of a standard motor driven compressor is shown in plate No. 129. This type of motor compressor is made so that the motor and pump portions are each complete in themselves, which is found to be of great advantage when making repairs, and this arrangement prevents the heat generated by the pump from affecting the motor portion. In plates Nos. 130 and 131 you will see how the motor can be removed

PLATE 135—BRUSH GEAR COMPLETE.

from the pump portion, and in plate No. 132 you will see how the cover of the motor can be removed when it is desired to remove the armature. You will also notice that the crank shaft is fitted with a third bearing at the middle of it, for the purpose of giving added strength and reducing the noise of operation.

The crank shaft and gear is so arranged that when you remove the parts (as shown in plate No. 132) you can then remove the crank shaft and gear by lifting it straight up, as the gear of the motor shaft meshes into the gear of the pump shaft.

The brush gear complete is shown in plate No. 135, and is shown with all the parts separated in plate No. 136. A phantom view of the pump portion is shown in

PLATE 136—BRUSH GEAR DISASSEMBLED.

plate No. 133, by which you will see that there are two single-acting air pistons. Single-acting means that only one side of the piston is used in compressing the air.

On the front end of the cylinder there are two valves, one for receiving and the other for discharging air. The discharge valves are near the center of the cylinder and the receiving valves are off to one side.

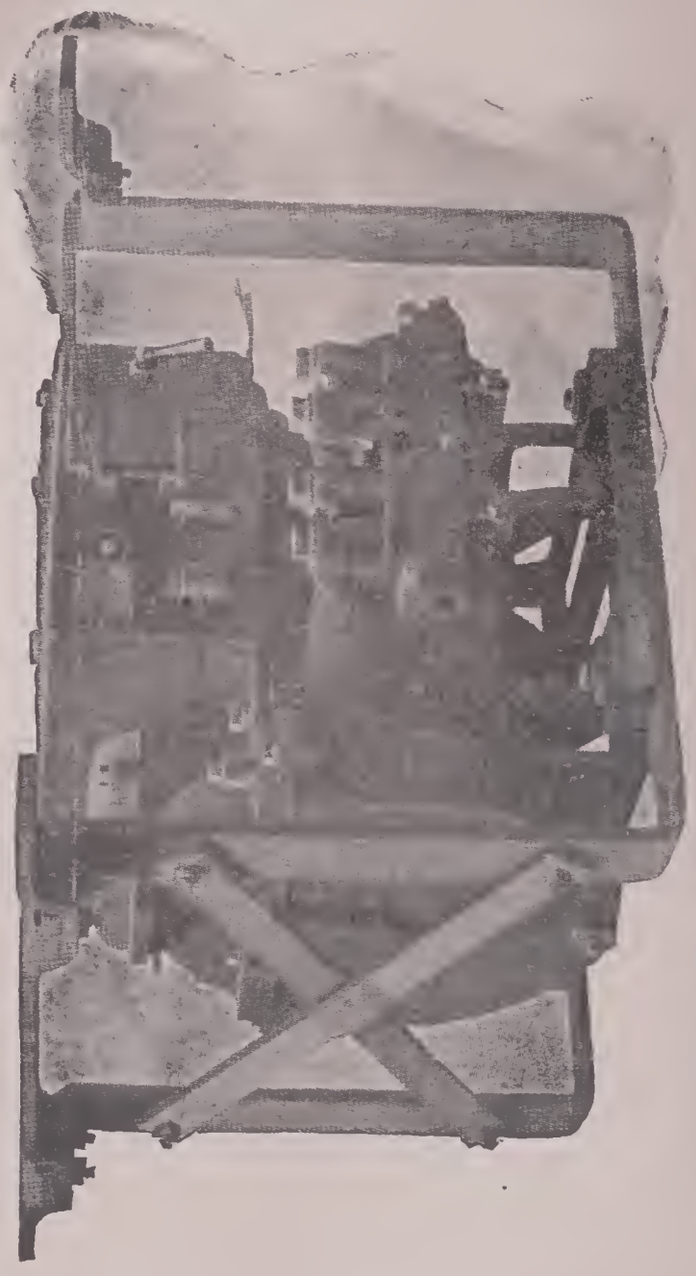


PLATE 137—COMPRESSOR MOUNTED IN SUSPENSION CRADLE.

On each piston there is a single packing ring, and the connecting rod is fastened to the piston by a pin and is connected to the main shaft by a hinged bearing, so that as the main shaft revolves the eccentric connections

cause the pistons to move alternately, thereby maintaining a continuous discharge of air into the main reservoir.

As the action of the air pistons is very rapid, it is

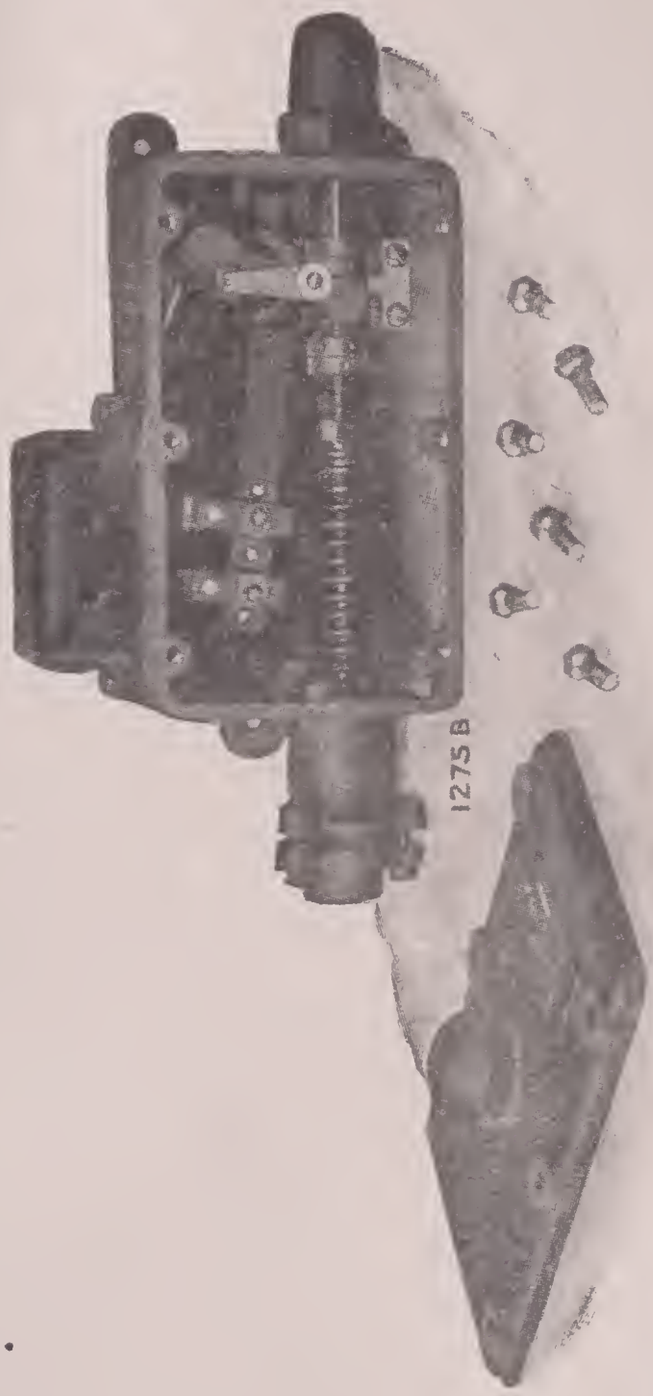


PLATE 138—GOVERNOR WITH COVER REMOVED.

necessary to keep the bottom portion of the compressor filled with oil in order to lubricate the pistons and main shaft gearing. On the crank shaft of the motor there is

an oil deflector for the purpose of preventing oil from getting to the armature.

The compressor is shown suspended in its cradle in plate No. 137. The governor is shown complete in plate

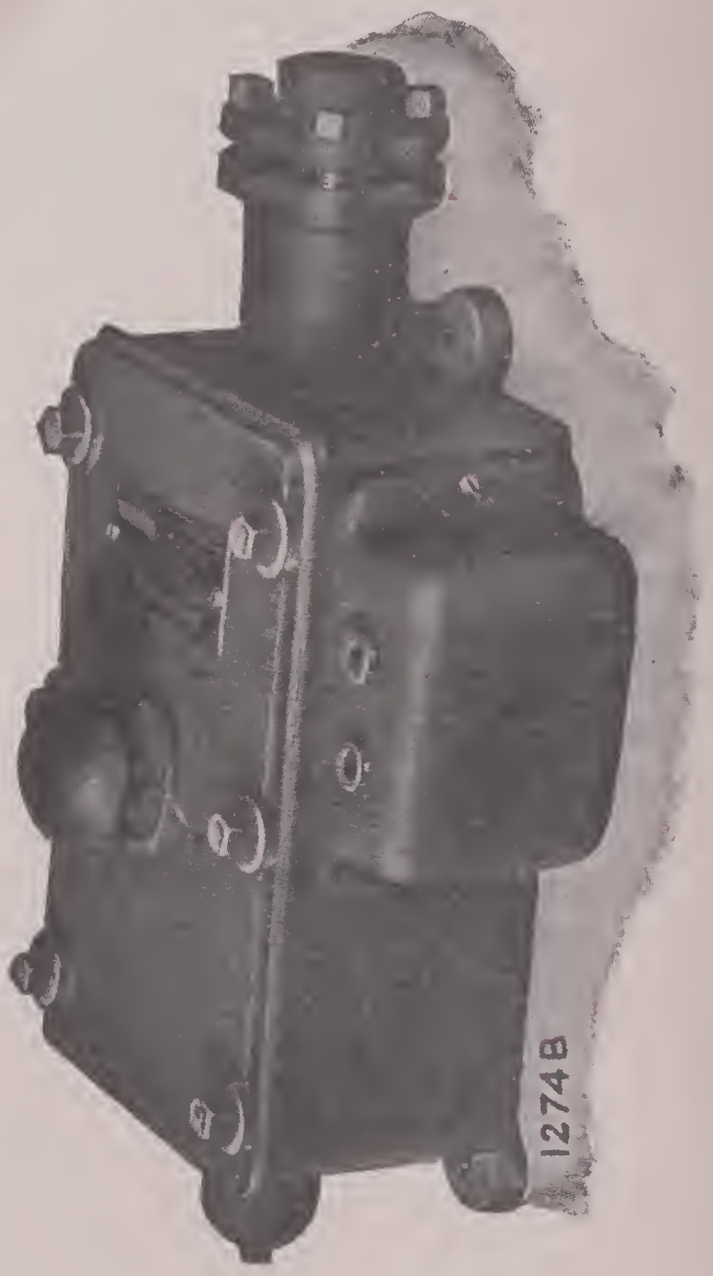


PLATE 139—GOVERNOR COMPLETE.

No. 139, and is shown in two sectional views in plates Nos. 140 and 141. The governor is shown with all parts separated in plate No. 142. The governor is for the

purpose of automatically, stopping the compressor when the desired air pressure has been accumulated in the main reservoir.

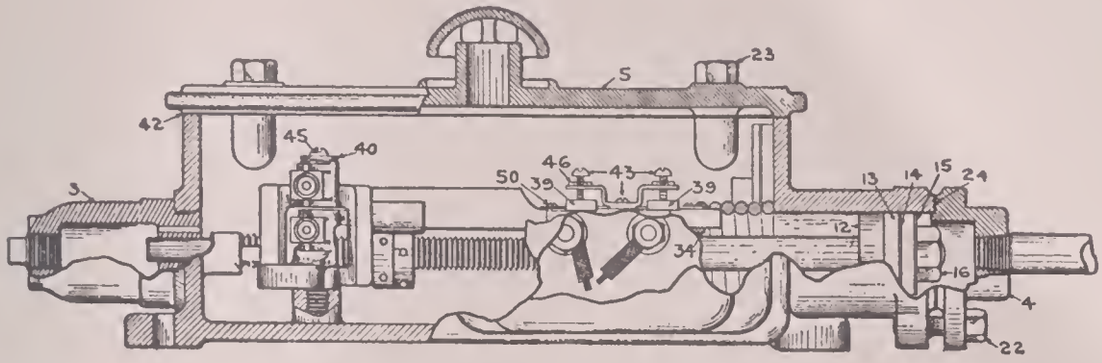


PLATE 140—SECTION OF GOVERNOR.

The brake valve is shown complete with sander attachment in plate No. 144, and is shown with all the parts separated in plate No. 143.

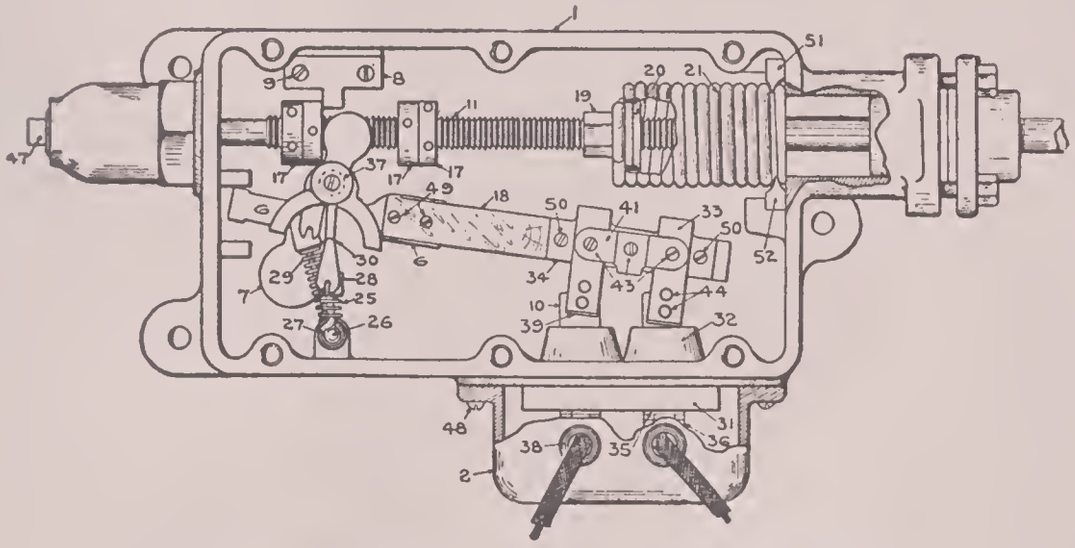


PLATE 141—GOVERNOR WITH COVER REMOVED.

The positions on the brake valve are shown in plate No. 145, and they are as follows: Quick Release; Slow Release and Running; Lap; Service; and Emergency.

PLATE 142—GOVERNOR ENTIRELY DISASSEMBLED.

THE OPERATION OF THE MOTOR DRIVEN COMPRESSOR IS AS FOLLOWS:—When the main reservoir pressure falls below the point at which the governor is regulated, the

PLATE 143—BRAKE VALVE WITH PARTS SEPARATED.

motor will start to work, and as the gearing of the motor is meshed into the gearing of the pump, the revolutions of the motor cause the pump shaft to revolve, thereby

causing the connecting rods of the air pistons to move backward and forward until the motor stops.

As the piston moves back it causes the receiving valve to lift and suck in a charge of atmospheric pressure, and as the piston moves forward the receiving valve is held to its seat by the air pressure which is being com-

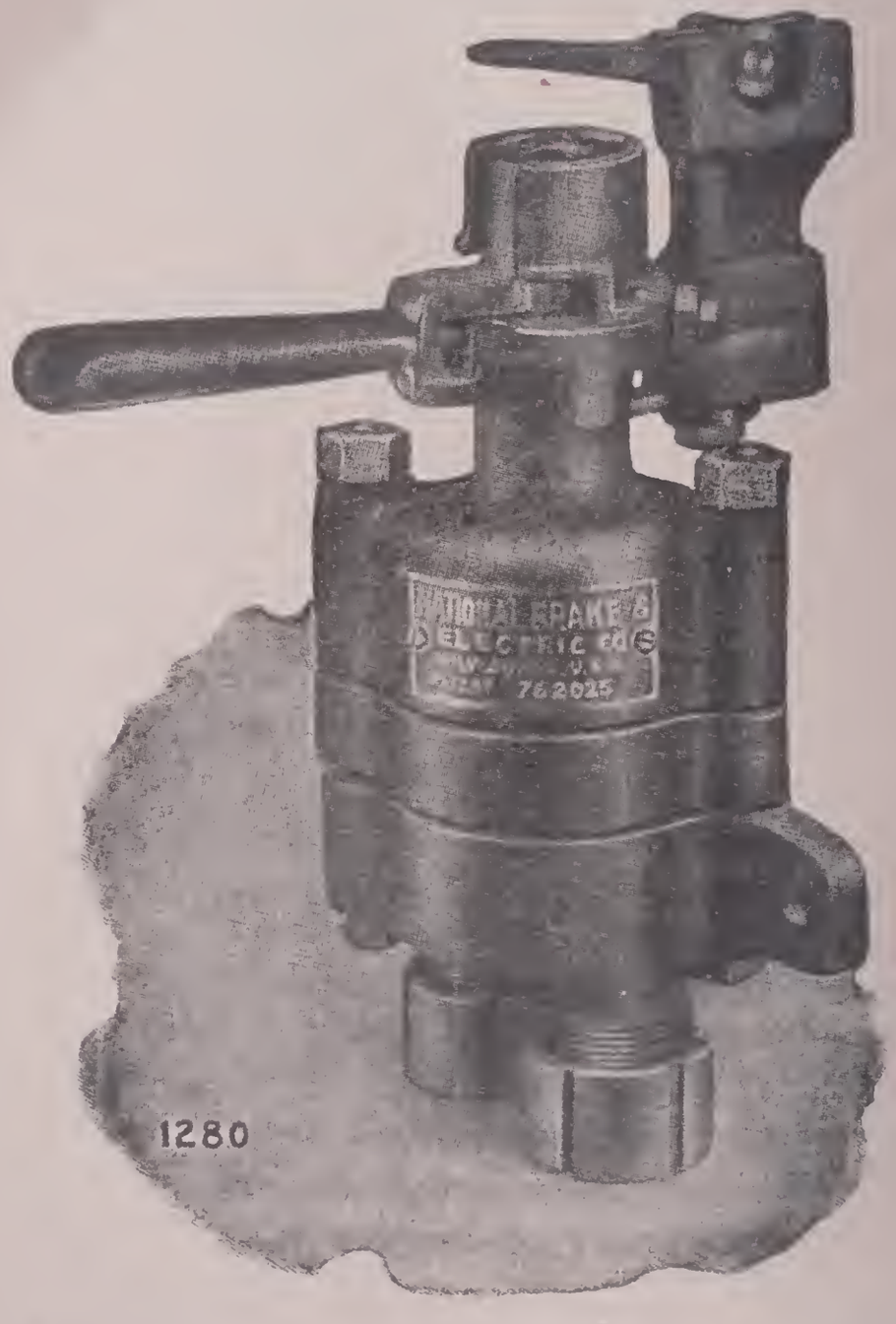


PLATE 144—MOTORMAN'S VALVE WITH SANDER ATTACHMENT.

pressed, and at the same time the discharge valve is lifted, thereby permitting the compressed air to be forced into the main reservoir, and when the pressure in the main reservoir has built up strong enough to overcome the tension of the regulating spring in the governor, it forces the governor piston over, which automatically disconnects the current in the governor, thereby shutting

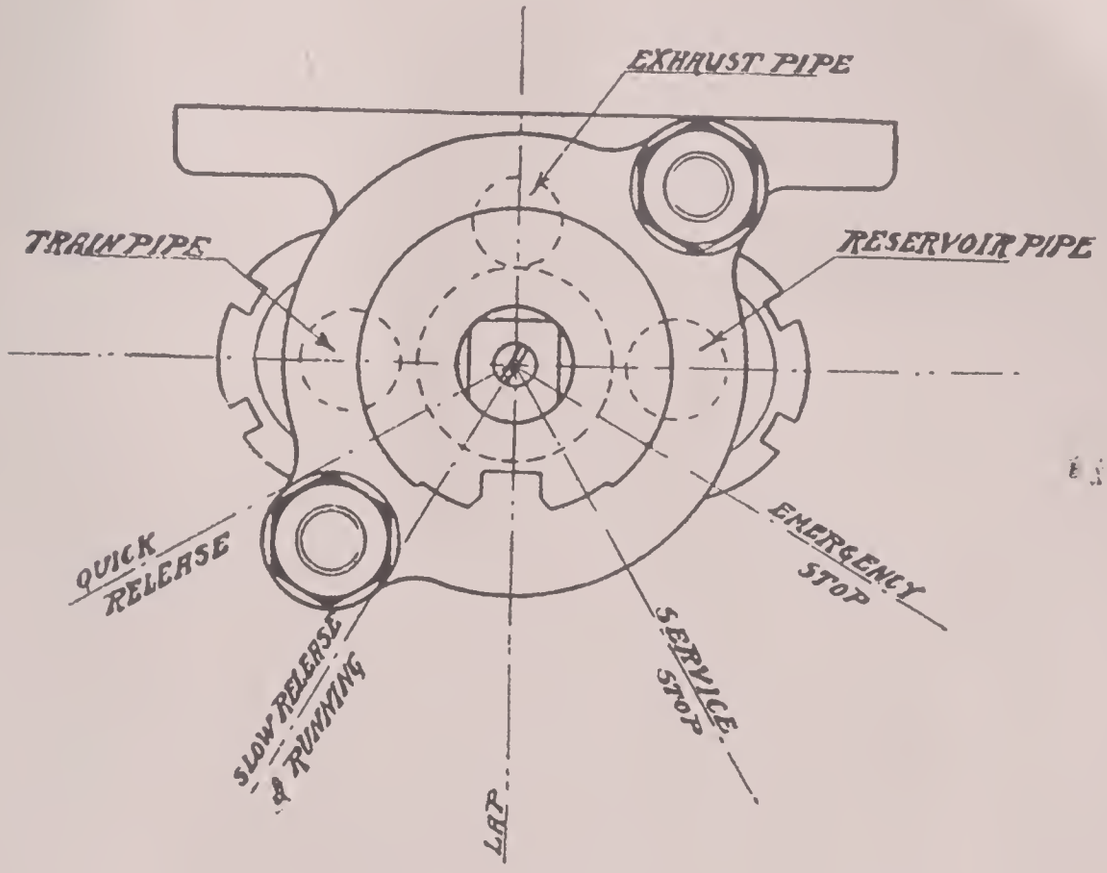


PLATE 145—POSITIONS OF OPERATING HANDLE.

off the flow of electric current to the motor, and when the current is thus shut off by the governor, the motor will stop until the pressure in the main reservoir again falls below the tension of the regulating spring of the governor, when the spring will force the governor piston back, and thereby lift the arm again to the point of

contact, which admits current again to the motor and allows it to operate as before.

The governor must be kept filled with oil for the purpose of extinguishing the arc which is formed every time the current is disconnected, and this oil must be absolutely free from all organic matter to prevent it from carbonizing and destroying the usefulness of the governor.

To regulate the tension of the governor spring, you will slacken up on the screw marked 20 in plate No. 141 and then screw up the adjusting nut marked 19. This gives you the resistance of the spring.

To regulate the time in which the current will be disconnected you will move the nuts marked 17 backward or forward as the case may be. The farther back you move these nuts, the longer it will take to break the connection.

THE MOTORMAN'S BRAKE VALVE.—There are several types of Motorman's brake valves in use, one of which is known as the rotary type and the other as the slide valve type. The slide valve type of Motorman's brake valve is shown in plate No. 143 with the parts separated. It is shown in its complete form with sander attachment in plate No. 144. The positions of the brake valve are shown in plate No. 145.

The slide valve type of brake valve has five positions for the handle, as follows: Quick Release, Slow Release and Running, Lap, Service, and Emergency.

The operation of the brake valve is as follows:

To make a light service application, move the handle from Running to Service position until the required brake cylinder pressure shows up on the black hand of the gauge, then move the handle back to Lap.

To make a further application, place the handle again in Service position and return it to Lap.

To release the brakes, place the handle in Running position, unless it is desired to release them quickly, when you should then place the handle in Quick Release position.

To make an emergency application, place the handle in Emergency position and at the same time press down on the sander lever in order to prevent the wheels from sliding.

In running along always carry the handle in Running position.

Whenever you have occasion to leave the car or go from one end of it to the other, be sure to lap the brake valve and remove the handle. The handle cannot be removed except in Lap position.

A student of straight air brakes, as used on electric railways, should carefully read Section 3 of this book, as it will give him a general idea of brake handling and enable him to more readily grasp the points in which he is directly interested.

Remember, that in order to understand the action of any air brake it is necessary to begin by studying the brake levers and their connection to the brake cylinder under the body of the car.

By referring to Plate 146, you will see how the cylinder and levers are connected up.

This diagram shows you how either the hand brake staff or the air cylinder may be used to apply the brake. When the hand brake staff is used the levers are *pulled* forward, whereas, when the brake is set by air the levers are *pushed* forward by the piston in the brake cylinder.

A brake cylinder with forked head is shown in plate

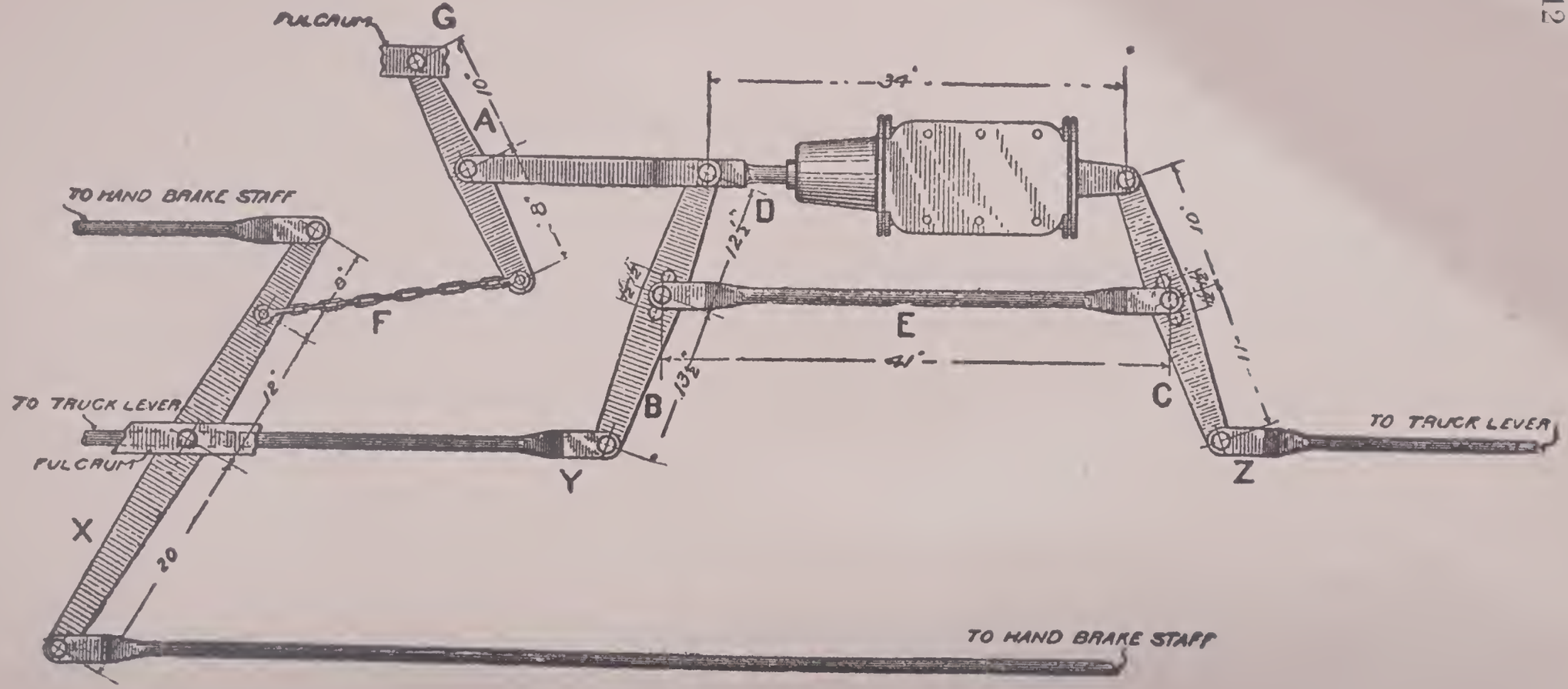


PLATE 146—ARRANGEMENT OF LEVERS UNDER A CAR.

No. 147, and you will notice that all the mechanism that is in the brake cylinder is the piston, piston rod and return spring. There is a cylinder leather on the piston head, and if this leather leaks badly, and the handle of your brake valve is in Application position, you will readily see that the motor will contiue to run, because if the air is leaking freely past the cylinder leather there would be no chance for the governor to shut the motor off. Of course, small cylinder leaks do not cause much trouble, but a bad cylinder leak is a very expensive thing for the motor-driven compressor.

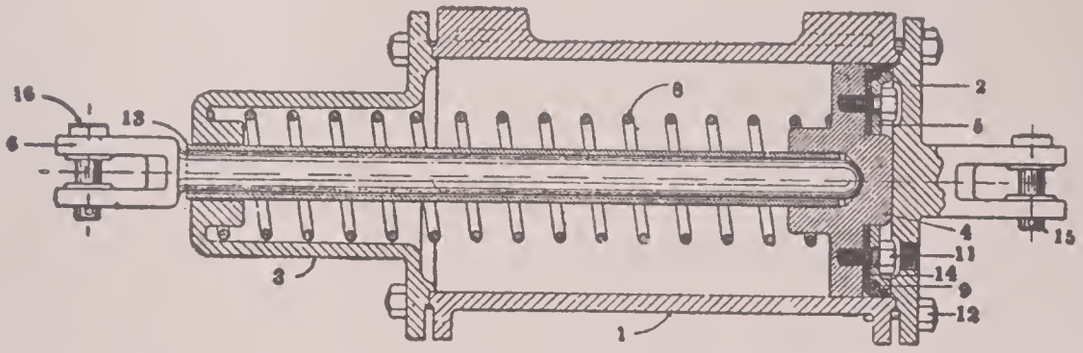


PLATE 147—BRAKE CYLINDER WITH FORKED BACK HEAD.

You should always remember that the slower a car is moving, the greater is the friction between the shoe and the wheel, and consequently if you want to handle a traction car smoothly you must always try to have your brakes fully released *just as the car comes to a standstill.* You can easily acquire the art of smooth braking by giving a little attention to this **fact.**

QUESTIONS AND ANSWERS TO SECTION 8.

Covering the operation and maintenance of the straight air brake equipment used on electric traction cars.

Ques. 1. What is the principal difference between the automatic air brake and the straight air brake?

Ans. The automatic air brake requires the action of a triple valve in order to charge, set and release the brakes, whereas, with the straight air brake the operating of the brake valve regulates the flow of air into and out of the brake cylinder.

Ques. 2. As compressed air is the power by which the brakes are applied, what is it that compresses the air?

Ans. A motor-driven air compressor.

Ques. 3. Can you explain the operation of the motor-driven air compressor?

Ans. The motor-driven air compressor is made up of two parts: The motor portion and the pump portion. The motor portion is geared to the pump portion, and when the electric current causes the motor to revolve, the motor in turn causes the pump portion to operate and compress air until the motor stops.

Ques. 4. What stops the motor?

Ans. There is a governor arranged so that as soon as the main reservoir pressure has accumulated strong enough to overcome the regulating spring of the governor, the governor piston will then move over and automatically shut off the current from the motor, thereby stopping the motor and preventing it from operating the pump portion.

Ques. 5. How many air valves has the motor-driven compressor?

Ans. Four; two receiving valves and two discharge valves; as there are two cylinders with a receiving and discharge valve for each cylinder.

Ques. 6. What is meant by single-acting air piston?

Ans. It means that only one side of the piston is used for compressing air.

Ques. 7. What controls the action of the air compressor?

Ans. An automatic regulator or governor.

Ques. 8. How does the governor control the action of the compressor?

Ans. As the electric current which operates the motor has to pass through the governor, it follows that whenever the circuit is broken the motor which drives the compressor will stop; consequently, there is a piston in the governor which is controlled on one side by main reservoir pressure and on the opposite side by spring pressure, and this piston controls an arm, which in one position connects the current to the motor and in another position disconnects the current from the motor. The spring is regulated at a given resistance (usually 50 pounds), so that when a fraction over 50 pounds of air is accumulated in the main reservoir, it causes the piston to move, which in turn causes the arm to move down and thereby brake the current that drives the motor, but as soon as the main reservor pressure becomes less than the tension of the regulating spring in the governor, the piston will move back and thereby again lift the arm which carries the current to the motor, and the motor will continue to operate until the maximum pressure is again accumulated.

Ques. 9. Why is it necessary to keep the oil in the governor free from organic matter?

Ans. To prevent it from carbonizing. Every time the current is broken there is an electric arc formed, and the oil is for the purpose of extinguishing this arc.

Ques. 10. In making a service application of the brakes, what amount of pressure should there be in the brake cylinder?

Ans. From ten to fifty pounds, depending entirely on the speed, grade and distance. It is always best to make several applications in making a stop, so as not to jar the passengers.

Ques. 11. What pressure should there be in the brake cylinder in making an emergency application?

Ans. In an emergency application the brake cylinder will equalize with the main reservoir, and if the handle is left in emergency position it will quickly raise the brake cylinder pressure to fifty pounds if the governor is set at fifty pounds.

Ques. 12. How should the brakes be released?

Ans. Under ordinary circumstances the brakes will release properly by simply placing the handle in Running position, but if it is desired to release the brakes quickly, you should then place the handle in Quick Release position.

Ques. 13. In what position should the handle of the brake valve be carried in running along?

Ans. In running position.

Ques. 14. If the brake valve leaks slightly and the handle is carried on Lap, what effect would it have?

Ans. It would cause the brakes to gradually creep on.

Ques. 15. What attention should be paid to the lubricant in the housing of the motor-driven compressor?

Ans. The oil should never be allowed to get below the pump shaft.

Ques. 16. If one suction valve sticks and the other one does not, what is the effect on the pump?

Ans. The pump will attain maximum pressure, but it will take twice as long to do it.

Ques. 17. If one discharge valve sticks open, what effect will it have?

Ans. The pump will only raise the pressure to about twenty pounds.

Ques. 18. As the pump valves are all interchangeable, what precaution should be taken after cleaning them?

Ans. You must be sure to put them back in their old seats, otherwise they are liable to leak, as no ground valves are interchangeable without re-grinding on the new seats.

Ques. 19. If the compressor fails to operate, where would you first look for the trouble?

Ans. Examine the governor and see that the arm controlling the current makes a proper contact.

Ques. 20. If the packing ring of the governor piston should leak badly, what effect would it have?

Ans. It would allow the pressure to equalize on both sides of it, thereby preventing it from lifting the arm which supplies the current to the motor, so that the compressor, of course, would not operate.

INDEX.

NOTE: For Index of Traction Brake Equipment, see special index on page xxiv.

A.

Accelerator valve, Dukesmith, functions of.....340
Accelerator valve, New York.....296
Action of air end of eight-inch pump..... 99
Action of air valves, New York pump.....266
Action of eight-inch pump..... 98
Action of nine and one-half-inch pump.....100
Action of pump governor.....112
Action of slide valve feed valve.....125
Action of steam end of eight-inch pump..... 96
Action of.....See operation of
Adjustment of E-6 safety valve.....166
Air brake defects, Westinghouse system.....241
Air brake equipment, Westinghouse..... 16
Air brake handling, philosophy of.....358
Air brake law, United States..... 13
Air brakes, testing and inspection of.....358
Air, course of, through trainpipe to auxiliary..... 29
Air, course of, through plain triple..... 28
Air, course of, through quick action triple in service 42
Air, course of....See course of air and passage of air
Air end of eight-inch pump 99
Air end of New York pump, valve arrangement...264
Air end of New York pump, operation of 319
Air gauge, defects of.....247
Air, passages of, through New York triple.....298
Air passages through distributing valve.....144
Air signal, New York, described.....313
Air valves, action of, in New York pump.....266
Air, temperature of, in pump.....108

Answers and questions, New York equipment.....315
Answers to questions of Section 5, Dukesmith equipment 348
Answers and questions to Section 7, Philosophy of Air Brake Handling.....387
Answers to questions, Section 2, Westinghouse system 224
Application chamber, distributing valve, illustrated..142
Application, kinds of 31
Application, meaning of 361
Application of brakes, method of making two application stop 391
Areas of piston heads, rules for determining.....378
Automatic lap feature, New York brake valve, defects of 293-324
Automatic oil cup for pump.....106
Automatic operation of distributing valve.....146
Automatic reducing valve, high speed.....200
Automatic release position, distributing valve.....151
Automatic retaining feature, Dukesmith No. 4..335-336
Automatic slack adjuster, Westinghouse..... 81
Automatic triple control feature, Dukesmith No. 4..335
Auxiliary failing to charge, cause of.....242
Auxiliary, how charged..... 29
Auxiliary reservoir, purposes of..... 21
Auxiliary reservoir, recharging 27
Auxiliary reservoirs, size of.....358-379
Auxiliary stop valve.....335

B.

B-1 New York brake valve, described.....280
B-2 and B-3 New York brake valve.....296
B-6 feed valve, described.....184
B-6 feed valve, illustrated.....187

Bad brakes, cause of..... 12
Ball check valve in equalizing piston, B-1 New York brake valve, purpose of.....323
Bleeding off brakes, danger of.....393
Blow at retainer, cause of.....244
Blow at trainpipe exhaust, cause of.....249
Blow at triple exhaust, cause of.....244
Brake cylinder, purpose of..... 21
Brake cylinders, sizes of.....358
Brake equipment, Dukesmith, described.....331
Brake equipment, Westinghouse E T, described.....126
Brake equipment, New York, described.....258
Brake failing to release, one cause of..... 35
Brake failing to set, cause of.....242
Brake leverage, described 371
Brake leverage, rules for computing.....358
Brakes, percentage of, required by law..... 13
Brake power, rules for calculating.....376
Braking power, leverage, etc., questions and answers.387
Braking power, percentage required.....380
Brake sticking, one cause of..... 30
Brakes sticking, cost of..... 55
Brake valve, Dukesmith No. 4, equipment.....332
Brake valve, E. C. No. 6 Dukesmith.....338
Brake valves, E T equipment.....127
Brake valve, F-6, described 114
Brake valve, F-6, illustrated 115
Brake valve, G-6, defects of 248
Brake valve, G-6, described 122
Brake valve, H-6, automatic, illustrated 167
Brake valve, H-6, automatic, described 166
Brake valve, G-6, illustrated 123
Brake valve, New York B-1.....280
Brake valve, New York B-1, illustrated.....283

Brake valve, New York B-2 and B-3.....296
Brake valve, New York, method of oiling.....295
Brake valve, New York straight air, illustrated....306
Brake valve, positions on F-6.....114
Brake valve, straight air, New York, construction of.327
Brake valve, straight air, Westinghouse, operation of 218
Brake valve, Westinghouse, straight air.....214
By-pass Dukesmith No. 4 equipment, functions of...356

C.

C-6 reducing valve.....190
Cam, driver brake described.....383
Car control valve, Dukesmith, described.....18-346
Car control valve and release signal, described..... 88
Car control valve and release signal, illustrated.... 91
Car control valve, operation of.....355
Cavity D in brake valve, purpose of.....119
Chamber D in brake valve, purpose of.....119
Changes in air brake equipment..... 14
Charging and release position, H-6 brake valve....171
Charging position, distributing valve.....146
Charging trainpipe and auxiliary..... 29
Check valve, double 210
Check valve in quick action triple, function of..... 46
Cleaning distributing valve 161
Cleaning pump, method of.....254
Combined air strainer and check valve, E T.....196
Combined automatic and straight air, Dukesmith system 331
Combined automatic and straight air, New York, described 304
Combined straight air and automatic engine brake, Westinghouse 209

Compensating valve, high speed brake, New York...309
Conductor's valve, described.....18-95
Cost of bad brakes to railroads..... 12
Course of air through B-1 New York brake valve..322
Course of air through Dukesmith No. 6 brake valve.351
Course of air through New York triple.....298
Course of air through plain triple..... 28
Course of air through quick action triple in service. 42
Course of air from trainpipe to auxiliary..... 29
Cross compound pump, described.....109
Cross compound pump, size of cylinders.....247
Cross compound pump, Westinghouse.....107
Cubical contents of equalizing reservoir.....119
Cylinders and reservoirs, sizes of.....358
Cylinder, brake, purpose of..... 21
Cylinder ports, slack adjuster, illustrated..... 87
Cylinders of cross compound pump, size of.....247

D.

D, chamber, in brake valve, purpose of.....119
Danger of bleeding off brakes..... 55
Danger of improper use of retaining valve..... 14
Danger of leaks..... 30
Danger of overconfidence, example of..... 10
Danger of uneven piston travel..... 12
Dead engine feature, E T.....196
Defects of air gauge.....247
Defects of air brake equipment, Westinghouse system 241
Defects of automatic lap feature, New York brake valve 324
Defects of eight-inch pump.....245
Defects, general mention of..... 11

Defects of G-6 brake valve....248
Defects of nine and one-half-inch pump....246
Defects of pump governor....247
Defects of Westinghouse equipment, questions and answers....252
Defects of whistle signal system, Westinghouse....250
Designing brake levers....373
Designing car levers....381
Diagrammatic illustration of distributing valve....138
Difference between Westinghouse and New York pumps....316
Difference in manner of producing quick action with New York and Westinghouse triple....324
Different types of engine equipment.... 14
Discharge valves, leaky, test for....246
Distributing valve, automatic operation of....146
Distributing valve, automatic release position, described....151
Distributing valve, charging and service positions of.146
Distributing valve, cross sectional view....147
Distributing valve, described....141
Distributing valve, emergency lap position, described.152
Distributing valve, how to clean....161
Distributing valve, illustrated....147
Distributing valve, pipe connections....136
Distributing valve, pipe connections, illustrated....140
Distributing valve, ports and passages of....144
Distributing valve, service lap position....149
Distributing valve, slide valve, illustrated....145
Double chamber reservoir, distributing valve, illustrated....142
Double check valve, described....210
Double-heading check valve, E T....196
Double-heading valve, Dukesmith, described....343

Driver brake, cam, described.....383
Driver brake control.....See Dukesmith equipment
Driver brakes, outside equalized.....381
Duplex air pump, New York.....259
Duplex feed valve, E T equipment.....189
Duplex governor, why necessary with New York B-1 brake valve 320
Duplex pump governor, described.....278
Duplex pump governor, illustrated.....193
Duplex pump governor, New York, illustrated.....277
Duplex pump, New York, illustrated.....261
Duties of triple valve.....242
Dukesmith accelerator valve, functions of.....340
Dukesmith air brake equipment, described.....331
Dukesmith air brake instruction car, interior view.... 50
Dukesmith car control valve and release signal, illustrated 91
Dukesmith car control valve, functions of..... 18
Dukesmith double-heading valve, described.....343
Dukesmith driver brake control system.....331
Dukesmith equipment, questions and answers.....348
Dukesmith No. 4 brake valve, functions of.....337
Dukesmith No. 4 engine equipment, described.....331
Dukesmith No. 6 E C locomotive brake equipment, described 338
Dukesmith quick service triple valve 346
Dukesmith release signal and car control valve, illustrated 91
Dukesmith release signal, illustrated..... 93
Dukesmith School of Air Brakes, instruction car.... 50

E.

E C No. 6 Dukesmith equipment, described.....331
Emergency action of New York triple.....303

Emergency action of triple, described..... 38
Emergency check valve in triple, function of..... 46
Emergency lap position, distributing valve.....154
Emergency position, H-6 brake valve.....175
Emergency position of distributing valve, described.152
Emergency position, K triple, described..... 77
Emergency position, New York brake valve, illustrated 292
Emergency position, quick action position, described 47
Emergency position of quick action triple, illustrated 48
Emergency vent valve, Dukesmith, described.....342
Engine control equipment, E T independent.....126
Engine equipment, different types of..... 14
Engineer's brake valve.....See brake valve
Equalization of pressure, average man's knowledge of 13
Equalization of pressure, rules for.....358
Equalizing of pressure in running position, cause of 248
Equalizing piston ball check valve, B-1 New York brake valve, purpose of.....322
Equalizing piston, New York brake valve, action of.293
Equalizing piston, New York triple, object of.....324
Equalizing piston, vent valve in New York brake valve, function of.....323
Equalizing reservoir, size of.....119
Essential parts of distributing valve, diagrammatic, illustrated 138
E T dead engine feature.....196
E T double-heading check valve.....196
E T equipment, double-heading 161
E T equipment, independent application, described..156
E T equipment, maintaining feature.....151
E T equipment, operation of.....137

E T equipment, pipe diagram.....135
E T equipment, piping.....133
E T independent brake valve.....177
E T locomotive brake equipment, described.....126
Examination questions, Westinghouse system.....224
Exhaust valve, Dukesmith, double-head valve.....344
Excess pressure, purpose of.....238
Excess pressure, how gotten with the New York B-1 brake valve 321

G.

G-6 brake valve, described.....122
G-6 brake valve, illustrated.....123
Governor, difference between duplex and ordinary..320
Governor, duplex pump, illustrated.....193
Governor, low pressure head.....194
Governor, method of piping, New York.....275
Governor, New York, triplex, described.....278
Governor, pump, action of.....112
Governor, pump, defects of.....247
Governor, pump, described.....108
Governor, pump, illustrated.....110
Governor, pump, New York, illustrated.....273
Governor, pump, S-F type.....192
Graduating feature, New York triple.....297
Graduating feature, New York triple, described.....324
Graduating off engine brakes with Dukesmith No. 6 brake valve 352
Graduating stem and spring, function of..... 34
Graduating valve, triple, function of..... 32
Gauge, defects of.....247

H.

H-6 brake valve, illustrated 167
High speed brake, compensating valve, New York, illustrated 309
High speed brake, described 197
High speed brake, reducing valve. New York, illustrated 309
High speed brake, train handling 362
High speed reducing valve, illustrated 200
High speed service, feed valve regulation 154
Holding position, H-6 brake valve 175
Hostlers, instruction to 368
Hot pump, cause of 246

I.

Increased brake power in emergency, cause of 51
Independent application, E T equipment, described .. 156
Independent brake valve, Dukesmith, functions of .. 337
Independent brake valve, Dukesmith No. 4 332
Independent brake valve, E T equipment, positions on 182
Independent brake valve, E T equipment 177
Independent engine control system, Dukesmith 331
Independent engine control, Westinghouse 126
Independent release, E T equipment 159
Independent releasing of engine brakes with B-2 or B-3 New York equipment, method of 330
Inspection of air brakes 358
Inspection of train brakes 369
Instruction car, interior view 50
Instruction diagram, E T equipment 135

J.

Jiggling of pump, test for.....246

K.

K triple, emergency position, described..... 77
K triple, full service position, described..... 71
K triple, illustrated..... 63
K triple, lap position, described..... 73
K triple, quick service position, described..... 68
K triple, retarded release position, described..... 74
K type, freight triple valve..... 59
K type, full release position, described..... 66
K type, how release is retarded..... 61
K type, ports in..... 64
K type, slide valves, illustrated..... 65

L.

L type, triple valve, function of..... 51
Lap position, H-6 brake valve.....175
Lap position, K triple, described..... 73
Lap position, New York B-1 brake valve, illustrated.286
Lap position, quick action triple, described..... 43
Lap position, Westinghouse quick action triple, illustrated 44
Law regarding air brakes..... 13
Laws of leverage.....371
Laws of logic and association explained 7
Leakage groove, function of..... 54
Leaks, danger of..... 30
Leaky discharge valves, nine and one-half inch pump, test for 246

Leaky packing rings, test for....246
Leverage 371
Leverage, questions and answers....387
Levers, illustrated 375
Levers, method of designing....373
Levers, rules for designing....381
Little drum, cubical contents of....119
Locomotive brake equipment, Dukesmith No. 6 described 338
Locomotive brake equipment, Westinghouse E T...126
Locomotive truck brake....384
Low pressure governor head....194

M.

Maintaining feature E T equipment....151
Maintaining feature of Dukesmith No. 4 and No. 6 engine equipment 357
Manipulation of E T equipment....128
Maximum pressure governor head....194
Mental laws explained.... 7
Motto of Dukesmith School of Air Brakes....386

N.

Names of piping, E T equipment....133
New York air brake equipment, parts and their duties 258
New York air signal reducing valve....311
New York air signal system, described....313
New York B-1 brake valve, illustrated....283
New York combined automatic and straight air brake valve, described 304

New York engineer's brake valve, B-1, described...280
New York pump.....259
New York pump, air end.....264
New York pump governor, illustrated.....273
New York pump, illustrated.....261
New York quick action triple valve, described.....297
New York quick action triple valve, illustrated.....298
New York quick action triple, operation of.....325
New York straight air reducing valve.....317
New York whistle signal, described.....313
New York whistle signal reducing valve.....311
Notches on New York brake valve, purpose of.....289

O.

Oil cup for pump.....106
Oil cup for pump, described.....271
Oil, kind of, for pump.....108
Oiling New York brake valve, method of 295
Oiling pump 106
Operation of air end of New York pump.....319
Operation of Dukesmith double-heading valve.....343
Operation of eight-inch pump..... 98
Operation of E T equipment.....137
Operation of New York pump.....262
Operation of New York quick action triple.....325
Operation of nine and one-half-inch pump.....100
Operation of steam end, New York pump.....318
Outside equalized driver brakes.....381

P.

Packing rings, leaky, test for.....246
Parts of plain triple valve..... 22
Passage of air through B-1 New York brake valve.322

Passage of air through New York quick action triple 298
Percentage of brakes required by United States law.393
Percentage of braking power required on engines and cars 380
Percentage of braking power required on freight cars.358
Philosophy of air brake handling.....358
Pipe arrangement, Dukesmith, locomotive brake equipment 331
Pipe arrangement, straight air, Westinghouse.....212
Pipe bracket, H-6 brake valve, illustrated.....176
Pipe connections, distributing valve.....136
Pipe connections, distributing valve, illustrated.....140
Pipe connections, Dukesmith No. 4 brake valve.....350
Pipe connections to Dukesmith No. 6 brake valve...351
Pipe diagram, E T equipment.....135
Piping, New York pump governor.....275
Piping of E T equipment, names of.....133
Pistons, areas of different sizes.....380
Piston travel, uneven, danger of..... 12
Plain triple, illustrated 24
Plain triple, slide valve 23
Plain triple valve, parts of..... 22
Ports and passages of distributing valve.....144
Positions of E T independent brake valve 182
Positions of F-6 brake valve.....114
Positions of H-6 and S-6 brake valves, illustrated...183
Pounding of pump, cause of.....247
Pressure chamber, distributing valve, illustrated.....142
Pressure controller, Dukesmith, how to regulate.....341
Pressure, equalization of.....358
Pressure equalizing in running position, cause of....248
Pressure retainer.....See retaining valve

Pressure retaining valve, function of..... 56
Pump, action of air end, eight-inch..... 99
Pump, action of, eight-inch..... 98
Pump, action of, steam end of, eight-inch..... 96
Pump, cross compound, Westinghouse, described....109
Pump, defects of, eight-inch.....245
Pump, difference between Westinghouse and New York 316
Pump, eight-inch, illustrated 97
Pump, eight-inch, operation of..... 98
Pump, eight-inch, Westinghouse, old style..... 96
Pump, eleven-inch, illustrated 105
Pump governor, action of 112
Pump governor, defects 247
Pump governor, described 109
Pump governor, duplex, illustrated.....193
Pump governor, illustrated 110
Pump governor, low pressure head.....194
Pump governor, New York, duplex, illustrated.....273
Pump governor, S-F type 192
Pump governor, triplex, New York, described....278
Pump, jiggling, test for.....246
Pump, oiling 106
Pump, operation of, New York.....262
Pump, New York 259
Pump, New York, action of air valves.....266
Pump, New York, air end of.....264
Pump, New York, duplex, illustrated 261
Pump, New York, operation of air end 319
Pump, New York, operation of steam end.....318
Pump, nine and one-half inch 100
Pump, nine and one-half inch, defects of 246
Pump, nine and one-half inch, illustrated.....102

Pump, reversing valve gear of nine and one-half inch 101
Pump, running hot, cause of 246
Pump, slide valve of nine and one-half inch 101
Pump, temperature of air in 108
Pump, Westinghouse cross compound, illustrated ... 107

Q.

Quadrant of New York brake valve 289
Questions and answers to Section 2, Westinghouse equipment 224
Questions and answers to Section 3, defects of, Westinghouse equipment 252
Questions and answers to Section 4, New York equipment 315
Questions and answers to Section 5, Dukesmith equipment 348
Questions and answers to Section 7, philosophy of air brake handling, etc. 387
Quick action cylinder cap of distributing valve 162
Quick action of New York triple as compared with Westinghouse 324
Quick action triple valve, illustrated 36
Quick action triple valve, New York 297
Quick action triple valve, New York, illustrated 298
Quick action triple valve, Westinghouse, described .. 35
Quick action, undesired, cause of 244
Quick action, Westinghouse triple, release position ... 39
Quick service position K, type, described 68
Quick service, triple valve, Dukesmith 346

R.

Recharging auxiliary reservoir 27
Reducing valve, C-6 190

Reducing valve, high speed brake, New York, illustrated 309
Reducing valve, high speed, illustrated 200
Reducing valve, whistle signal, New York.....311
Reducing valve, whistle signal system 222
Reducing valve, whistle signal system, how to regulate 251
Release position, B-1 New York brake valve, illustrated 283
Release position, H-6 brake valve.....171
Release position of Westinghouse quick action triple. 39
Release signal and car control valve, described 88
Release signal and car control valve, illustrated ... 91
Release signal, illustrated 93
Release signal, operation of.....355
Release signal, purpose of 19
Release valve, function of..... 54
Releasing brakes, method of.....26-365
Releasing engine brakes after a break-in-two, method of 392
Releasing engine brakes independently with New York or Westinghouse straight air equipment, method of 327
Release position, independent brake valve, Dukesmith 334
Reservoir, auxiliary, purpose of 21
Retaining valve blow, cause of.....244
Retaining valve, danger of improper use of..... 14
Retaining valve, function of 56
Retaining valve, illustrated 57
Retarded release and charging position, K triple, described 74
Retarded release, K type 61
Reversing engine with brakes applied, danger of...364

Reversing valve chamber, eight inch pump..... 98
Reversing valve gear, New York pump.....264
Reversing valve gear of nine and one-half inch pump 101
Reversing valve rod, function of.....260
Right and left hand pumps.....106
Rotary valve of E T independent brake valve, illustrated 181
Rotary valve, H-6 brake valve, illustrated 170
Rotary valve seat, independent brake valve, E T, illustrated 179
Rules for calculating brake power.....376
Rules for computing brake leverage 358
Rules for computing brake power 358
Rules for determining areas of pistons.....378
Running position, B-1 New York brake valve, illustrated 284
Running position, E T equipment brake valve.....180
Running position, H-6 brake valve 172
Running test, why necessary 365

S.

S-6 Independent brake valve 177
S-F type, pump governor 192
Safety valve, E-6 164
Safety valve, E-6, adjustment of 166
Safety valve, New York, illustrated 308
Sand, method of using 392
Sand, use of 364
Sauvage slack adjuster 18
Sensitiveness of triple, how destroyed 31
Service lap, distributing valve 149
Service position, distributing valve 146

Service position, H-6 brake valve 173
Service position, quick action triple, Westing house illustrated 40
Signal, automatic release, purpose of 19
Signal system, Westinghouse, whistle 219
Size of auxiliary reservoirs 379
Sizes of cylinders and reservoirs 358
Size of equalizing reservoir 119
Slack adjuster, cylinder ports, illustrated 87
Slack adjuster, illustrated 82
Slack adjuster, Sauvage 18
Slack adjuster, Westinghouse 81
Slack adjuster, Westinghouse, defects of 388
Slide valve, face of, New York brake valve 294
Slide valve feed valve, action of 125
Side valve feed valve, illustrated 124
Slide valves of distributing valve, illustrated 145
Slide valve, New York brake valve, ports and cavities in 285
Slide valve, New York brake valve, purposes of ports and cavities in 288
Slide valve of nine and one-half inch pump 101
Slide valve of K type, illustrated 65
Slide valve, plain triple, ports in 23
Slide valve seat, New York brake valve 294
Special maintaining feature, E T equipment 151
Square inches on pistons, rules for determining.....378
Stalling trains, common cause of 392
Steam end of eight inch pump, action of 96
Steam end of New York pump, operation of 318
Steam end of pump, New York 259
Sticking brakes, one cause of 30
Stopping distance required in train handling 359
Stopping trains, difference in methods of 389

Straight air brake valve, New York, construction of.327
Straight air brake valve, New York, described 304
Straight air brake valve, Westinghouse 214
Straight air brake, Westinghouse.....209
Straight air driver brake control.....
.....See Dukesmith equipment.
Straight air pipe arrangement, Westinghouse.....212
Straight air reducing valve, New York.....307
Stroke of pump, New York.....259
Stuck brakes, cost of..... 55

T.

Table showing areas on different size pistons.....380
Table showing force exerted with different size brake cylinders 379
Tables for computing brake power 358
Temperature in air end of pump.....108
Tender brake levers 375
Tender brake sticking, cause of.....366
Testing air brakes 358
Testing for defects of Westinghouse equipment.....241
Testing train brakes 369
Two application stop, method of making.....391
Two application method of train handling 361
Trains stalling, common cause of.....392
Train handling described 360
Train handling on heavy grades 367
Train handling with Dukesmith engine equipment...351
Train handling with E T equipment.....128
Train handling with high speed brake 362
Train handling, stopping distance required 359
Train testing 369

Trainpipe exhaust blowing.....249
Trainpipe exhaust failing to open.....249
Trainpipe leakage, effect of on New York brake valve 293
Trainpipe, purpose of..... 21
Triple exhaust blow, cause of 244
Triple exhaust control valve, Dukesmith.....335
Triple, K, lap position, described..... 73
Triple, K, full service position, described..... 71
Triple, K, quick service position, described..... 68
Triple, K type, emergency position, described 77
Triple, K, retarded release position, described..... 74
Triple, New York, course of air through.....298
Triple, New York, emergency action of.....303
Triple, New York quick action, operation of.....325
Triple piston, function of..... 26
Triple, quick action, emergency position of..... 47
Triple, quick action, lap position, described..... 43
Triple, quick action, lap position, illustrated..... 44
Triple, quick action, service position, illustrated..... 40
Triple, Westinghouse, release position..... 39
Triple valve, auxiliary, and brake cylinder combined, illustrated 52
Triple valve, Dukesmith, quick service.....346
Triple valve, duties of 242
Triple valve failing to release, cause of.....243
Triple valve, function of..... 21
Triple valve, K type..... 59
Triple valve, meaning of..... 21
Triple valve, New York quick action.....297
Triple valve, New York quick action, illustrated ...298
Triple valve, plain, illustrated..... 24
Triple valve, plain, parts of..... 22
Triple valve, quick action, illustrated..... 36

Triple valve, style L, function of..... 51
Triple valve, Westinghouse quick action, described.. 35
Triple valve, why needed..... 20
Truck brake for locomotive.....384
Type, K, how release is retarded..... 61

U.

U spring in triple, function of.....35
Undesired emergency, cause of 244
Uneven piston travel, danger of..... 12

V.

Vent valve, Dukesmith, emergency, described.....342
Vent valve in equalizing piston, New York brake valve, function of 323
Volumes contained in different size cylinders and reservoirs 379
Volume of equalizing reservoir..... 119
Volumes, rule for determining point of equalization.378

W.

Warning port in brake valve, purpose of.....121
Water in main reservoir, cause of 356
Westinghouse air brake equipment, the parts and their duties 16
Westinghouse equipment, defects of, questions and answers 252
Whistle signal, defects, Westinghouse system.....250
Whistle signal, New York, described.....313
Whistle signal reducing valve, operation of.....222

Whistle signal reducing valve, how to regulate.....251
Whistle signal, reducing valve, New York.....311
Whistle signal system, Westinghouse.....219

Y.

Y chamber in quick action triple valve, described.... 46

INDEX TO TRACTION BRAKE EQUIPMENT.

For Index of Automatic Equipment, see page 418.

A.

Action of governor.....409
Air compressor, illustrated.....396
Air gauge, duplex, purpose of 397
Air valve defects.....417
Air valves in compressor, action of.....408
Air valves in compressor, number of 402
Application, method of making.....410
Arc, how extinguished in governor 410

B.

Brakes creeping on, cause of.....416
Brake cylinder, illustrated.....413
Brake cylinder, pressure in, service and emergency applications 416
Brake handling 411-416
Brake valve, described.....410
Brake valve, illustrated.....408
Brake valve, operation of.....410
Brake valve, positions on 405
Brake valve, with parts separated, illustrated.....407
Brakes for traction cars, different types of.....395
Brush gear, complete, illustrated.....400

C.

Compressor, motor driven, illustrated.....396
Compressor, motor driven, operation of.....398
Compressor, operation of.....407-414
Compressor, phantom view of.....399

Crank shaft, method of removing.....400
Cylinder, brake, illustrated.....413

D.

Defective air valves.....417
Defects of air compressor.....417
Defects of governor.....417
Difference between automatic and straight air brake.414
Direct current, motor driven system, parts of.....395
Duplex air gauge, purpose of.....397
Discharge valve sticking, effect of.....417

E.

Electric motor compressor, described.....398
Emergency valve, purpose of.....398

F.

Failure of compressor to operate, cause of.....417
Failure of governor to operate, one cause of.....417

G.

Governor, automatic action of 409
Governor, cover removed, illustrated.....403
Governor, cross sectional view of 405-409
Governor, how to regulate.....410
Governor, operation of 415
Governor, purpose of.....405-409

H.

Handling brakes, method of.....416
Hydraulic brake 395

I.

Inter-urban cars, speed of.....394

L.

Levers, how connected.....411-412

M.

Magnetic brake 395
Motor brake valve, described.....410
Motor driven air compressor, illustrated.....396
Motor driven air compressor, operation of..398-407-414
Motor driven compressor system, described.....396
Motorman's valve, illustrated.....408

O.

Oil deflector, purpose of.....404
Operation of brake valve.....410
Operation of compressor.....407-414
Operation of governor 415

P.

Parts comprising motor driven compressor system..396
Phantom view of air compressor.....399
Positions on brake valve.....415
Pressure required in brake cylinders in service and emergency 416

Q.

Quick release position of brake valve, purpose of..416

R.

Regulation of governor 410
Removing crank shaft, method of 400

S.

Sand lever, when used....411
Sander attachment, illustrated....408
Single acting, meaning of....401
Speed of traction cars....394
Suction valve sticking, effect of....417

T.

Traction brake levers, illustrated....412
Transparent view of motor compressor....399

V.

Valves in pump, care of....417
Valves sticking, effect of....417

ILLUSTRATIONS.

Plate A-1.—Location of the Dukesmith No. 4 brake valve in engine cab 6
Plate No. 1.—New style plain triple valve 24
Plate No. 2.—Westinghouse quick action triple, release position 36
Plate No. 3.—Westinghouse quick action triple, service position 40
Plate No. 4.—Westinghouse quick action triple, Lap position 44
Plate No. 5.—Westinghouse quick action triple, Emergency position 48
Plate No. 6.—Interior view of Air Brake Instruction Car 50
Plate No. 7.—Triple valve, auxiliary reservoir and brake cylinder combined..... 52
Plate No. 8.—Pressure retaining valve..... 57
Plate No. 9.—K type freight triple valve 60
Plate No. 10.—K-2 triple valve..... 63
Plate No. 11.—Slide valve, graduating valve and slide valve seat of K-2 triple valve..... 65
Plate No. 12.—K-2 triple, Release position..... 67
Plate No. 13.—K-2 triple, Service position..... 69
Plate No. 14.—K-2 triple, Full service position 72
Plate No. 15.—K-2 triple, Lap position..... 73
Plate No. 16.—K-2 triple, Retarded Release position. 76
Plate No. 17.—K-2 triple, Emergency position..... 78
Plate No. 18.—Automatic slack adjuster complete.. 82
Plate No. 19.—Automatic slack adjuster..... 84
Plate No. 20.—Automatic slack adjuster, size of cylinder port 87

Plate No. 21.—The Dukesmith car control valve, showing how the valve is connected to the train-pipe, triple exhaust and brake cylinder; also showing how the release signal is connected to the brake cylinder 91
Plate No. 22.—The Dukesmith automatic release signal, style A as used for passenger cars, and style B as used for engines 93
Plate No. 23.—Eight-inch pump..... 97
Plate No. 24.—Nine and one-half inch pump.....102
Plate No. 25.—The Westinghouse cross compound pump 107
Plate No. 26.—Pump governor.....110
Plate No. 29.—F-6 brake valve and old style feed valve 115
Plate No. 30.—F-6 brake valve, rotary and seat.....118
Plate No. 31.—G-6 brake valve.....123
Plate No. 32.—Slide valve feed valve.....124
Plate No. 33.—Instruction diagram of the No. 6 E T equipment 135
Plate No. 34.—Diagrammatic view of the essential parts of the distributing valve, and double-chamber reservoir 138
Plate No. 35.—No. 6 distributing valve and double-chamber reservoir 140
Plate No. 36.—No. 6 distributing valve and double-chamber reservoir pipe connections.....142
Plate No. 37.—No. 6 Distributing valve.....143
Plate No. 38.—Graduating valve, equalizing valve, and equalizing valve seat of No. 6 distributing valve 145
Plate No. 39.—No. 6 Distributing valve release position, automatic or independent 147

Plate No. 40.—No. 6 Distributing valve, automatic service position 148
Plate No. 41.—No. 6 Distributing valve, service lap position 150
Plate No. 42.—No. 6 Distributing valve, emergency position 153
Plate No. 43.—No. 6 Distributing valve, emergency lap position 155
Plate No. 44.—No. 6 Distributing valve, independent application position 157
Plate No. 45.—No. 6 Distributing valve, independent lap position 158
Plate No. 46.—No. 6 Distributing valve, release position 160
Plate No. 47.—The quick action cylinder cap for No. 6 distributing valve 162
Plate No. 48.—Emergency position of No. 6 distributing valve with quick action cap 163
Plate No. 49.—E-6 Safety valve 165
Plate No. 50.—H-6 Automatic brake valve 167
Plate No. 51.—H-6 Brake valve rotary valve seat... 168
Plate No. 52.—H-6 Automatic brake valve Connections 169
Plate No. 53.—The H-6 Automatic brake valve. Cross section 170
Plate No. 53-A.—Large duplex air gauge (No. 1) and Small duplex air gauge (No. 2) 172
Plate No. 54.—H-6 Automatic brake valve removed from its pipe bracket 176
Plate No. 55.—S-6 Independent brake valve complete 177
Plate No. 56.—S-6 Independent brake valve removed from pipe bracket 178

Plate No. 57.—The S-6 Independent brake valve. Connections 179
Plate No. 58.—The S-6 Independent brake valve. Cross section 181
Plate No. 59.—Positions of H-6 and S-6 brake valve handles 183
Plate No. 60.—The B-6 Feed valve. Valve and pipe bracket complete 185
Plate No. 61.—The B-6 Feed valve. Valve removed from pipe bracket 185
Plate No. 62.—Diagram of B-6 feed valve, closed. Connections 187
Plate No. 63.—Diagram of B-6 feed valve open..... 188
Plate No. 64.—The C-6 Reducing valve..... 191
Plate No. 65—The SF-4 Pump governor..... 193
Plate No. 66.—Combined air strainer and check valve. 196
Plate No. 67.—High speed brake; car pipe arrangement 198
Plate No. 68.—The high speed automatic reducing valve 200
Plate No. 69.—Service stop 203
Plate No. 70.—Emergency stop 205
Plate No. 71.—Release position 207
Plate No. 72.—Double check valve 211
Plate No. 73.—Method of piping the Westinghouse combined automatic and straight air brake 212
Plate No. 74.—Westinghouse straight air brake valve, (old style), showing valve 8 214
Plate No. 75.—Westinghouse straight air brake valve, showing valve 9..... 215
Plate No. 76.—Brake valve for combined straight air and automatic engine brake..... 216
Plate No. 77.—Brake valve for combined straight air and automatic engine brake, old style..... 217

Plate No. 78.—Whistle signal system.....220.
Plate No. 79.—Diagrammatic pipe arrangement. Westinghouse quick action brake.....(insert)
Plate No. 80.—High speed brake, Westinghouse system .....(insert)
Plate No. 81.—Fig. 1 New York duplex pump, pistons at rest 261
Plate No. 82.—Fig. 2. New York duplex air pump, low pressure piston on the up stroke.....263
Plate No. 83.—Fig. 3. New York duplex pump, up-stroke, high pressure piston.....265
Plate No. 84.—Fig. 4. New York duplex pump, down-stroke, low pressure piston.....267
Plate No. 85.—Fig. 5. New York duplex pump, down-stroke, high pressure piston.....269
Plate No. 86.—Fig. 6. New York No. 5 duplex air pump 270
Plate No. 87.—Fig. 1. Style C, New York pump governor, steam valve open 273
Plate No. 88.—Fig. 2. Style C, New York pump governor, steam valve open 274
Plate No. 89.—Fig. 3. Style A, New York pump governor 276
Plate No. 90.—Fig. 4. New York air brake 277
Plate No. 91.—Fig. 5. New York air brake.....278
Plate No. 92.—Fig. 6. New York air brake.....279
Plate No. 93.—Fig. 7. New York air brake.....280
Plate No. 94.—Fig. 1. New York air brake.....282
Plate No. 95.—Fig. 2. Full release position of B-1 brake valve 283
Plate No. 96.—Fig. 3. Running position B-1 New York brake valve 284
Plate No. 97.—Fig. 4. Lap position, New York B-1 brake valve 286

Plate No. 98.—Fig. 5. Service position, B-1 New York brake valve 290
Plate No. 99.—Fig. 6. Automatic lap position B-1 brake valve 291
Plate No. 100.—Fig. 7. Emergency position, New York brake valve 292
Plate No. 101.—Fig. 8. Face of slide valve 294
Plate No. 102.—Fig. 9. Showing port "O" in main slide valve seat 294
Plate No. 103.—Fig. 10. Cross section of New York brake valve, showing passage "H" in body and passage "O" in the valve cover 295
Plate No. 104.—Fig. 1. New York quick action triple valve, release position 298
Plate No. 105.—Fig. 2. New York quick action triple, service application position.....299
Plate No. 106.—Fig. 3. New York quick action triple valve, automatic lap position.....300
Plate No. 107.—Fig. 4. New York quick action triple valve 301
Plate No. 108.—Fig. 5. New York quick action triple valve, emergency position (special view for showing emergency valve).....302
Plate No. 109.—Fig. 6. New York quick action triple valve 303
Plate No. 110.—New York quick action brake..(insert)
Plate No. 110-A.—New York straight air brake.(insert)
Plate No. 111.—Fig. 1. New York straight air brake valve 306
Plate No. 112.—Fig. 2. New York straight air pressure reducing valve 307
Plate No. 113.—Fig. 3. New York safety valve, with hand release 308

Plate No. 114.—Fig. 4. Style A, compensating valve, high speed brake 309
Plate No. 115.—Fig. 5. New York high speed brake 310
Plate No. 116.—Fig. 1. New York air signal pressure reducing valve 311
Plate No. 117.—Fig. 2. Style B, New York air signal valve 312
Plate No. 118.—Fig. 3. Car discharge valve 313
Plate No. 119.—Fig. 4. Signal whistle.....314
Plate No. 120.—The Dukesmith No. 4 engine equipment .....(insert)
Plate No. 121.—A view of the rotary seat of the Dukesmith No. 4 brake valve.....332
Plate No. 122.—The Dukesmith No. 4 brake valve, cross sectional view, application position.....333
Plate No. 123.—Position of handle of the Dukesmith No. 4 brake valve 334
Plate No. 123-A.—The Dukesmith No. 6 engine equipment .....(insert)
Plate No. 124.—Brake levers 374
Plate No. 125.—Car and tender truck brake levers..375
Plate No. 126.—Freight car brake lever.....377
Plate No. 127.—The outside equalized driver brake..382
Plate No. 128.—Engine truck brake 385
Plate No. 129.—Motor driven air compressor.....396
Plate No. 131.—Pump complete.....397
Plate No. 132.—Compressor dismantled to remove the armature 398
Plate No. 133.—Phantom view of compressor base..399
Plate No. 134.—Piston, rings and connecting rod...399
Plate No. 135.—Brush gear complete 400
Plate No. 136.—Brush gear dis-assembled.....401

Plate No. 137.—Compressor mounted in suspension cradle 402
Plate No. 138.—Governor with cover removed.....403
Plate No. 139.—Governor complete.....404
Plate No. 140.—Section of governor 405
Plate No. 141.—Governor with cover removed.....405
Plate No. 142.—Governor entirely dis-assembled ...406
Plate No. 143.—Brake valve with parts separated....407
Plate No. 144.—Motorman's valve with sander attachment 408
Plate No. 145.—Positions of operating handle 409
Plate No. 146.—Arrangement of levers under a car..412
Plate No. 147.—Brake cylinder with forked back head 413

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